

ECONOMY AND ENVIRONMENT COMMITTEE



Date: Thursday, 14 September 2017

Democratic and Members' Services
Quentin Baker
LGSS Director: Law and Governance

10:00hr

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Kreis Viersen Room
Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

- 1. Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccs-conduct-code>
- 2. Minutes 10th August 2017 Economy and Environment Committee** **5 - 20**
- 3. Minutes Action Log** **21 - 30**
- 4. Petitions and Public Questions**

DECISIONS

- 5. A10 Ely to King's Lynn Study** **31 - 38**
- 6. Trumpington Park and Ride Greater Cambridge Partnership Proposals** **39 - 44**

- 7. **Land North of Cherry Hinton Supplementary Planning Document (SPD) Consultation Response** 45 - 56
- 8. **Service Committee Review of the Draft 2018-19 Capital Programme** 57 - 76
- 9. **Finance and Performance Report - July 2017** 77 - 106

INFORMATION AND MONITORING

- 10. **Economy and Environment Policy and Service Committee Agenda Plan** 107 - 112
- 11. **Date of Next Meeting 12th October 2017**

The Economy and Environment Committee comprises the following members:

Councillor Ian Bates (Chairman) Councillor Tim Wotherspoon (Vice-Chairman)

Councillor Donald Adey Councillor David Ambrose Smith Councillor David Connor Councillor Ryan Fuller Councillor Derek Giles Councillor Noel Kavanagh Councillor Steven Tierney Councillor John Williams

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

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ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday 10th August 2017

Time: 10.00 a.m. to 12.15 p.m.

Present: Councillors: D Adey, D Ambrose-Smith, I Bates (Chairman), D Connor, R Fuller, N Kavanagh, L Harford (substitute for S Tierney), T Sanderson (substitute for D Giles), J Williams and T Wotherspoon (Vice Chairman).

Apologies: Councillors D Giles and S Tierney.

21. DECLARATIONS OF INTEREST

None received.

22. MINUTES

The minutes of the meeting held on 13th July 2017 were agreed as a correct record.

23. MINUTE ACTION LOG

The Minute Action Log update which was considered under Chairman's discretion, as it had not been finalised in time to be included in the initial agenda despatch, was noted.

24. PETITIONS AND PUBLIC QUESTIONS

No petitions were received.

One general question on safety issues on the guided busway was received from John Lloyd, which, while it did not relate to a report on the agenda, the Chairman agreed to allow using his Chairman discretionary powers due to the public concern raised by recent high profile incidents.

Question " Are there any guidelines issued to drivers on maximum speed limits on different areas of the busway; are they monitored and enforced and are there any proposals to reduce them?"

As an initial oral response it was confirmed that there were written guidelines for drivers and monitoring was undertaken. Discussions were currently being undertaken on introducing additional automated checks. There were no plans to revise the different speed limits already operating on sections of the guided busway as if adhered to, they were considered appropriate.

A more detailed written response would be sent to the questioner no later than 10 working days following the meeting.

CHANGE IN THE ORDER OF THE AGENDA

With the agreement of the meeting, the Chairman proposed to change the order of the agenda to take item 5 the Kings Dyke level Crossing closure report later on the agenda and to take the next three reports before it, due to the public interest and the number of speakers for items 6, 7 and 8.

25. CHANGES TO WHIPPET SERVICES

The Committee received a report explaining that the County Council had received notification from Whippet Coaches two months previously that they would be deregistering the following bus routes from 3rd September 2017:

Commercial services

| | |
|-------------|---------------------------------------------------------|
| Service 1 | Hilton – Hemingfords - St Ives |
| Service 1A | St Ives – Fenstanton – Cambridge |
| Service 5 | St Ives - Hemingford Abbots - Hemingford Grey - St Ives |
| Service 16 | Huntingdon - Oxmoor Circular |
| Service 21 | St Ives - Earith - Somersham – Ramsey |
| Service 45A | Huntingdon - Houghton - St Ives |
| Service 117 | Cambridge City Centre - Fen Estate |

Contracted services

| | |
|-------------|----------------------------------------------------------------------------|
| Service 2 | Cambridge - Hardwick - Toft - Caldecote – Boxworth |
| Service 3 | Papworth St Agnes – Papworth Everard – Huntingdon (Saturday journeys only) |
| Service 7A | Whittlesford - Babraham Road Park & Ride |
| Service 8 | Cambridge - Dry Drayton - Papworth Everard |
| Service 9 | St Ives - Elsworth – Hilton |
| Service 12 | St Ives Town Circular |
| Service 15 | St Ives - Swavesey – Over |
| Service 18 | Newmarket - Fulbourn – Teversham – Cambridge |
| Service 45 | Huntingdon - Houghton - St Ives |
| Service 114 | Cambridge City Centre - Grafton - Beehive – Addenbrookes |

While the commercial services had no resource implication at the time the report was written, the contracted services had a net annual budget commitment of £268,857. As the County Council had a duty under the 1985 Transport Act to consider whether replacement services were required, officers had discussed with Whippet Coaches if replacement services could be provided within existing resources. This had been on the basis of not duplicating other commercial services where replacements would not be provided, or where areas were considered to be better served by existing community transport schemes. However, as set out in the detail of the report, Whippet Coaches could not provide the reduced level of service within the existing resource envelope. Officers had therefore issued tender invitations in order to test the market for alternative providers.

As the tender closing date was after the original report was written, with the agreement

of the Chairman, a supplementary report setting out brief, non-commercially sensitive details of the tender exercise was published on the web and electronically circulated to the Members of the Committee in advance of the meeting. Due to the resources implications, that while there was already a delegation to officers to agree contracted bus services tenders, the Committee's views were sought on a steer regarding which contracts should be supported. It was therefore agreed that the supplementary report should be considered in conjunction with the original report, with paper copies made available at the meeting.

The supplementary Report highlighted that tenders were issued for replacement services for the following:

| | |
|-------------|----------------------------------------------------------|
| Service 2 | Cambridge - Hardwick - Toft - Caldecote – Boxworth |
| Service 7A | Whittlesford - Babraham Road Park & Ride |
| Service 8 | Cambridge - Dry Drayton - Papworth Everard |
| Service 9 | St Ives - Elsworth – Hilton |
| Service 12 | St Ives Town Circular |
| Service 15 | St Ives - Swavesey – Over |
| Service 18 | Newmarket - Fulbourn – Teversham – Cambridge |
| Service 21 | St Ives - Earith - Somersham – Ramsey |
| Service 45 | Huntingdon - Houghton - St Ives |
| Service 45A | Huntingdon - Houghton - St Ives |
| Service 114 | Cambridge City Centre - Grafton - Beehive - Addenbrookes |
| Service 117 | Cambridge City Centre - Fen Estate |

Responses had been received for all routes apart from service 18 as no interest in terms of bids had been received. From the responses received, the cost of awarding the above tenders was £455k, an additional £186k above the current contract costs. The report proposed that not all the services would be directly replaced and therefore no additional costs were included for the following services:

- Service 16 which was considered to be covered by alternative services within reasonable walking distance with details provided on a map at Appendix 1 of the supplementary report.
- Options were continuing to be considered for service 1A with the report highlighting that it was covered by a twenty minute frequency service between Bar Hill and Cambridge with Whippet Coaches providing peak journeys via the Busway to Cambridge as part of their C service from Fenstanton. Bids were being sought for an off peak service between St Ives, Fenstanton and Bar Hill.

In view of the current financial pressures on the County Council, The Committee was asked to consider whether services 12, 117 and 114 should be let, as there were alternative services within a reasonable walking distance with details provided on maps for each set out in Appendices 2-4 of the supplementary report. It was explained that if the three tenders were not awarded, the revised total cost would be £380K, an additional annual cost of £110k.

A number of Speakers had requested to speak and were taken in the order they had been received, with a summary of some of their main comments included below.

- Clare Tevlin spoke for residents and the large number of students from Fenstanton who were highly reliant on the services of the Go Whippet 1A service which used to go from Huntingdon via St Ives via Fenstanton via Bar Hill to Cambridge rather than from St Ives to Cambridge. She was particularly concerned regarding the isolation effect on villages who were reliant on the bus services between Cambridge and Huntingdon (i.e. including Fenstanton, Connington and Elsworth) and as a result of the lack of reliability, the effect this was having in further deterring people from using Public Transport altogether.

She highlighted that there had been a drastic decline in the 1A service, after changes made in previous years and following the introduction of the Guided busway in 2010, when the service had declined from buses every 20 minutes to once an hour and with no Sunday service. She highlighted that even with this revised service, there was increasingly poor reliability. This was a real issue for students trying to get to their lectures on time.

She made reference to the Guided busway not being on the route of all the villages and that from Fenstanton it was a considerable walk. Regarding talks of a Cambridge light rail, she highlighted that again there would be the issue of ensuring those villages previously fed by Go Whippet were not overlooked like they had been for the Guided Bus.

Councillor Bates highlighted that Fenstanton was within his electoral division so he had a local interest.

In terms of any questions of clarification from Members of the Committee, with reference to the lack of reliability of the 1A service, there was a request for further detail of the impact that this was having. In response it was indicated that what had been a bus every 20 minutes service to Cambridge had, since the introduction of the Guided Bus, now become an hourly service and sometimes two hourly, if one scheduled bus was cancelled. She had recently shared a taxi with a student who ordered it as the bus had not arrived on time and needed to ensure that they reached their college in time for the first lecture.

- Councillor Douglas Dew Huntingdonshire District Councillor for The Hemingfords Houghton, Wyton and Hilton and the Chairman of Hemingford Grey Parish Council spoke on behalf of his parishes also emphasising the point of bus reliability which was a huge issue in Hemingford Grey and Abbots Ripton, suggesting more people would have used the bus services if they could be relied on, rather than having to resort to sharing taxis etc. The demography of the area was that there was a substantial elderly and retired population, the very people who would use the buses. He supported the retender of the number 9 service as if the number 5 service was lost, the 9 became the only bus option for people without cars.
- Councillor Paul Kent Chairman of Fenstanton Parish Council spoke regarding the 1A stating that specific consideration needed to be given to Fenstanton (as well as to other Parishes) in respect of elderly, young and widowed residents who did not have access to a vehicle of their own, or could not drive to the St Ives Guided Bus route for their onward journey. The current service only went to certain destinations on particular days and with a 9.30 a.m. start (and even this was at the

discretion of the driver) was also not convenient or appropriate for students attending college or for people without cars travelling to their work place. Currently the timetable took no account of frequency of travel or peak time usage.

He also drew the Committee's attention to the possibility of Fenstanton Post Office closing which many local residents used as a way of obtaining cash. Should this happen, there would be an increased demand for public transport for those having to travel further to find alternative provision. In addition, he highlighted the projected growth forecasts for local housing (240 plus homes was referenced) whose occupants would require future transport. He suggested that the growth agenda was not planning appropriately for future public transport requirements when at the same time it was seeking to reduce congestion and improve air quality by switching people away from cars and taxis. He supported the continuation of the 1A service whilst alternative provision was investigated, and highlighted the need to look to linking it to major arterial routes. In his submission provided in advance, he had also emphasised that the current Fenstanton HACT service was not an acceptable long term solution for those who needed access to regular daily transport for study or work attendance.

- Councillor Steve Criswell spoke as the local member for Somersham and Earith. While understanding Whippet's decision from a commercial operator point of view, he expressed his concern by their lack of customer consideration in seeking to make their timetables sustainable and also the short notice given for officers to be able to consider alternative options. This latter point was echoed by Committee Members later in the debate. With reference to paragraph 2.10 and recognising that many of the services were not sustainable, he supported officers undertaking a full review of contracted bus services and community transport provision with a view to identifying further efficiencies and alternative means of provision. The sooner the Review was undertaken the better, especially the need to look creatively in terms of the potential for replacing services with community transport provision. He highlighted that the loss of Service 21 would leave some residents stranded as a result of other changes made by Whippet. He thanked the officers for the work they had undertaken to secure tenders for routes such as the 21 in order to be able to provide a continued service, while alternatives were further investigated.
- Councillor Amanda Taylor as the local member for Queen Edith's Cambridge raised concerns regarding the 114 Service which took in Coleridge Road, Mowbray Road, and Cherry Hinton Road an area with many elderly residents. She highlighted that the route passed Lichfield Road and Neville Road which had sheltered housing, as did Wulfstan Way. The 114 bus was used by the elderly to access essential services such as GP's, Shops and dentists. She highlighted that with Papworth and AstraZeneca moving to the Addenbrooke's site it made no sense to reduce this bus service. She suggested that what was required was creative timetables which took account of demand currently not catered for and should be looked at in terms of both ends of routes. In answer to a question in respect of whether the City Council contributed to the service, it was clarified in further discussion that the Council contributed to the Saturday service.

- Councillor Mandy Smith the local member for Papworth and Swavesey welcomed the proposed review and volunteered to be a member on it. As she would be holding public meetings on the subject of bus routes affecting her division, she requested that the relevant officers kept both her and all local members with affected bus routes, updated on developments. She also suggested that if a replacement service was identified for any of the affected routes before the end of the nine month review period, they should be actioned for earlier implementation.

Having heard all the speakers, the Chairman invited the Committee to debate the contents of both reports taking account of the comments already made by the speakers.

Issues raised included:

- The officers highlighted the high frequency of service provision on the Guided Busway and that in terms of Whippet reliability, a contributory factor was that the company did not pay their drivers comparable rates to those employed by Stagecoach.
- There was a query in respect of Fenstanton regarding the phrase "... bid were being sought for an off peak service..." as it was suggested this was not what was being requested by previous speakers. On officer in explanation highlighted that in terms of route 1A, this paralleled a service provided by the Guided Busway and the Council was strictly forbidden under current legislation (following bus deregulation) to seek to provide a competing service to an already established commercially provided bus route. What the Council could do was to see if other provision was available to fill in gaps in the service provided by the commercial operator. Cambridgeshire Community Transport were already engaging with parishes to look at alternative ideas for future provision.
- The Member for Fulbourn made the point that there was no alternative community provision to be able to step in and replace the 18 Service. This particular service was an example of one where when the cessation of the service was announced, a petition was raised with over 100 signatures. He made the point (that would also apply to other routes) that if even just a proportion of those that had signed had actually used the bus service, it would have been viable and the commercial operator would have continued with it. Another issue was if, on some routes, the proportion of concessionary fares made up the majority of bus users, the revenue obtained would not cover the running costs of the operator.
- The member for Romsey highlighted that his division had two services under threat: the 114 and 117. He highlighted wording in the Supplementary Report suggesting Members should consider whether the tenders for routes 12, 117 and 114 should be let when they "...could be seen to have alternative services within a reasonable walking distance..." In terms of the 114 this service provided a lifeline for those in sheltered housing to services already referred to earlier by Councillor Taylor and stated that for the elderly and infirm, the alternatives routes highlighted were not within reasonable walking distance as the current service was very much on their doorstep. Removing the service would be a false economy as they would then become isolated with all the complications that

could then arise as a result. The same applied to the 117 which served the Fen Estate.

- Regarding the lack of bids for the 18 service, it was suggested that officers should review the basis of the original tender and see if a revised specification would attract any interest.
- Members in discussion considered that they required details of the terms of reference for the Review and that Members would need to be involved.
- It was clarified in regard to a question on the Service 16 map that the reference to a light green route was in fact yellow.
- The Committee member for St Ives North and Wyton highlighted when referencing service number 12 that since the advent of the Guided Busway, more buses travelled around St Ives but that less buses now ran through it, with the emphasis being on the St Ives to Huntingdon station. It was currently very difficult to get to Huntingdon if a person lived in the north of the town. He acknowledged that there was an excellent busway, but as already highlighted by other speakers, it had been at the cost of other routes and the impact this had had on some of the surrounding villages.
- In a request for a breakdown of figures for the tenders for routes 12, 114 and 117 it was orally reported that the new figures for the 12 route had substantially increased, route 114 had reduced considerably while 117 had been a commercial service and therefore no tender had been sought. There was a request that the Review should look at the detail of the costings and reasons why one had increased substantially while one had fallen to such a large degree.
- The need to ensure that the officers were provided with sufficient resources to carry out the full review that was being requested, and that contributions should be sought from all levels of local government e.g. town councils, combined Authority, district councils and parish councils.

In terms of the steer required on services 12, 114 and 117 it was proposed in discussion that they should continue to be funded for the next 12 months.

It was unanimously resolved to:

- a) agree to fund replacement of the following bus services for up to one year from local bus reserve funding:

| | |
|------------|----------------------------------------------------|
| Service 2 | Cambridge - Hardwick - Toft - Caldecote – Boxworth |
| Service 7A | Whittlesford - Babraham Road Park & Ride |
| Service 8 | Cambridge - Dry Drayton - Papworth Everard |
| Service 9 | St Ives - Elsworth – Hilton |
| Service 12 | St Ives Town Circular |
| Service 15 | St Ives - Swavesey – Over |
| Service 18 | Newmarket - Fulbourn – Teversham – Cambridge |
| Service 21 | St Ives - Earith - Somersham – Ramsey |

| | |
|-------------|----------------------------------------------------------|
| Service 45 | Huntingdon - Houghton - St Ives |
| Service 45A | Huntingdon - Houghton - St Ives |
| Service 114 | Cambridge City Centre - Grafton - Beehive - Addenbrookes |
| Service 117 | Cambridge City Centre - Fen Estate |

- b) request that officers undertake a full Countywide review of contracted bus services and community transport provision with a view to identifying further efficiencies and alternative means of provision including those for the de-registered commercial services 1, 1A and 5,
- c) for the Contracted Service 18 where no tender interest had been received, officers to investigate the possibility of a revised option to potentially attract a commercial operator,
- d) To come back to Committee with Terms of reference for the Review to include members as part of the review group and.
- e) to report back to Committee on this work within 9 months to allow a decision to be made on the provision of contracted bus services and Community Transport with the proviso that if alternative provision can be found for some routes before this time, the Executive Director in consultation with the Chairman and Vice Chairman and the local Member be authorised within the already existing delegation, to approve the alternative provision to avoid unnecessary delay.

26. CAMBRIDGE MINERALS WASTE DEVELOPMENT SCHEME AND LOCAL PLAN REVIEW

The County Council as a Mineral and Waste Planning Authority has a statutory duty to prepare and maintain a minerals and waste local plan to guide development decisions. The current adopted Plan sets out forward planning policies and allocations for mineral and waste management development up to 2026. As current Government guidance was that local plans should *'be drawn up over an appropriate timescale, preferably a 15 year horizon, take account of longer term requirements, and be kept up to date'* and as new regulations were to be introduced to require local plans to be reviewed every five years. To help further this, the Committee was asked to approve the preparation of the Cambridgeshire and Peterborough Minerals and Waste Local Plan and approve the associated Cambridgeshire Minerals and Waste Development Scheme 2017 attached as appendix 1 to the officer report.

It was proposed that the new Plan would be prepared with Peterborough City Council, with key evidence documents to be commissioned from Northamptonshire County Council. The Plan would involve significant expenditure, estimated for the County Council to be in the region of £325,000 across a period of four financial years with the details as set out in paragraphs 2.10 to 2.13 of the report. A request had been made to General Purposes Committee to set aside £54,200 from the General Fund to finance the work required in the current financial year, with future years' expenditure to be addressed through the Business Planning Process.

In the ongoing discussion:

Councillor Criswell in his role as Chairman of the Heavy Commercial Vehicles (HCV) Working Group, expressed concern that the current report made no mention of Transport strategies in the proposals for the Plan, highlighting the following issues, which in further discussion the Committee also endorsed:

- a) The Need for a joined up approach with the Transport Strategy / local transport strategies to keep HCV's off unsuitable roads and to specify in the Plan the need to use strategic routes to carry minerals and waste and avoid, where, possible villages.
- b) Consideration needed to be given to ensuring there was appropriate transport routes next to identified sites to mitigate transport issues.

In reply, it was recognised that the transport of mineral and waste by HCVs was a significant issue, especially as many of the County mineral deposits i.e. sand and gravel, were fen edge deposits located some distance away from the development areas. While transport strategies could not be prepared as part of the development work for the Minerals and Waste Local Plan, the County Council did have a road hierarchy that included identification of routes suitable for HCVs. The officer confirmed that transport strategies would be taken into account as the Local Plan was developed.

In response to a question in respect of how Members could be involved, it was explained that as part of both the draft and the final plan there were statutory consultation requirements which would enable both Members and the public the opportunity to contribute.

It was unanimously resolved to:

- a) approve the preparation of the Cambridgeshire and Peterborough Minerals and Waste Local Plan in partnership with Peterborough City Council.
- b) approve the Cambridgeshire Minerals and Waste Development Scheme 2017, and,
- c) note the cost of the preparation of the Cambridgeshire and Peterborough Minerals and Waste Local Plan and the proposed funding arrangements.

27. FINDINGS OF THE MEMBER LED REVIEW ON CYCLING INFRASTRUCTURE

In September 2016, the Economy and Environment Committee agreed to setting up a Member-Led Review to assess the success and failures of recent cycleway schemes, including floating bus stops and crossings through a review of 6 cycleway schemes constructed around the County. The purpose was to develop the understanding of what makes a successful, and well-implemented, cycling infrastructure scheme and to propose recommendations to help guide officers when planning future cycleways.

The review was conducted via online surveys for which 760 responses from the public and one response from a Member were received. The Chairman of the Review Group in introducing the report highlighted that communication was key and required to be improved going forward. The key findings from the surveys included:

- That 71% of respondents used the cycleways.
- 88% of respondents felt safe using the cycleways.
- Almost half of the respondents (49%) used the cycleways daily or almost daily.
- The respondents use the cycleway mostly for exercise (18%), to avoid traffic (18%) and as a quicker travel option (17%). In addition, some praised the value of cycleways as a safer route of travel.
- Almost a third of respondents (32%) cycle more frequently following the creation of the cycleways.
- Of those who did not use the cycleway most (75%) said that their reasons were not due to the facility itself.
- In terms of the implementation process, most respondents felt that the following areas were adequate: the quality of public consultation; the quality of information provided; the consideration shown for public safety; and the level of consideration shown for residents' needs.
- The majority of respondents indicated that the efficiency of the construction process was very good.

The Local Member for the Cambridge Queen Edith's electoral division, who was also a member of the review group, had requested to speak and highlighted that local residents concerns in respect of the Hills Road cycle scheme had been the main factor in the Committee agreeing to set up the review group. She highlighted that a survey specific to the Hills Road cycle scheme had received nearly 600 responses, by far the highest number for any of the schemes looked at by the review group. As she considered that they had not been sufficiently represented in the report, she had prepared her own summary of the comments received on the design, working practices and safety issues which she had been sent to the Committee in an e-mail in advance of the meeting. She highlighted some of the issues raised in the responses including:

- the length of time taken to construct the cycleway which was still not finished two and a half years later and was a major disruption to all road users.
- That some working practices had been dangerous to pedestrians.
- Concerns expressed regarding the safety of the floating bus stops due to their design and the interaction between cyclists and pedestrians.
- The need to address safety issues which had been referred to in 300 of the responses. She highlighted in particular an accident which had occurred outside a school.

Questions of clarification of the local member included:

- whether she considered the overall cycle lane segregation in Hills Road to be a success in terms of being a safer route for cyclists and encouraging more people to cycle. As part of her response she acknowledged that there had been a slight increase in cycling but the survey did not show a great increase. The survey did highlight positive comments received from cyclists regarding no longer having to overtake buses.

- Asking what action locally had been taken to address the issues raised. In response she indicated a working group had been set up for people living in Hills Road attended by 12 residents focussed on the lack of action taken to address their concerns regarding incidents that had been reported at floating bus stops.
- One Member of the Committee whose electoral division, Trumpington was on the boundary of parts of the route, highlighted a statistic stating that there had been a 100% increase in cycling usage in the area and asked would she agree with this statistic? She replied that she did not.

The officer present clarified for the Committee that the current second phase of the Hills Road cycleway was running according to the scheduled timetable and that the Trumpington cycleway had been completed on time, so it was wrong to make the assumption that all cycle schemes were running behind schedule. Lessons had been learnt from Phase 1 of the Hills Road cycleway construction.

In debate issues raised included:

- another Member of the working group, also on the Committee, clarified that health and safety had been a huge concern to the Group and believed the recommendations in the report addressed the issues raised by the local member for Queen Edith's. On picking up on a point the Member had highlighted regarding that not everyone was on a bike, she suggested that future consultations should ensure views on outcomes were sought not only from cyclists, but also pedestrians, bus users and other motorised road users.
- Members agreed that going forward project management lessons required to be learnt to ensure the speedier delivery of future schemes.
- Concerns regarding the finances being available to ensure ongoing maintenance of the cycleways to ensure they were kept free of weeds and had necessary repairs undertaken. As a counter point to this, the County Cycling Champion wished to celebrate the success of schemes such as the A10 scheme where money had been made available to ensure maintenance was kept up. Attention was also drawn to the good work already undertaken by several volunteer groups to keep cycleways clear of weeds and whose efforts deserved to be recognised and formal appreciation of a word of thanks was endorsed by the Committee.
- A question of clarification was directed to the Working Party Chairman regarding the reasoning behind the wording in recommendation in para 3.3 reading "where possible cycleways should be opened up to all non-motorised users and this should be clearly signposted". The Vice Chairman made the point that opening it up to horseriders presented dangers to cyclists due to the dung they often left behind. In addition, where walkers were also encouraged to use cycleways, this presented further potential conflict points. In response, the Chairman of the Working Group replied that she came from a rural area and believed that as public money was being used to finance the cycleways, they should be for the benefit of as many residents as possible. In terms of conflict with pedestrians, cyclists needed to be more careful and considerate in the way they cycled. The

point was also made that the statement did include the words “where possible” which reflected that the Group were aware of the potential dangers being pointed out, hence the wording and the acceptance that this level of inclusiveness might not be possible on all routes.

The Chairman, in summing up, thanked all those on the working group and the officers involved for the positive recommendations presented to the Committee.

It was resolved:

- a) to note the key findings of the review asset out in section 2 of the report,
- b) Approve the following recommendations from section 3 of the report:

Public consultation: Officers should continue to encourage stakeholders (including pedestrians, bus users and motorists) to participate in public consultations, and consultation documents should be presented in a way that they are easily understood by stakeholders.

Signage: Cycleway schemes should wherever possible provide signage to show:

- distances in miles and journey times in minutes
- identify which users are permitted on the cycleway
- provide directions to key destinations
- indicate any cycle links across the network

Inclusive use of cycleways: Where practicable, cycleways should be opened up to all Non-Motorised Users and this should be clearly signposted.

Regular updates: Officers should provide stakeholders with regular updates on cycleway schemes, particularly where delays take place. This could be done for example through local community meetings, via social media, on the Council website, etc.

Consideration for local residents: contractors to be considerate to local resident's needs/safety.

Maintenance: Cycleways should be regularly cleared of weeds/plants and hedges trimmed, to ensure that their full width can be used safely. The surface structure should also be inspected regularly.

Post-implementation surveys: Following the launch of new cycleways, there should be a follow-up survey(s) to identify and address any concerns from the public. These surveys could be done using feedback cards through doors, an online survey, etc.

Publicity and promotion: In order to encourage more frequent use of the cycleways there should be regular publicity campaigns evidencing positive feedback from users. In addition, any positive feedback received from the public should be publicised to highlight the Council's successes.

c) agree to the publication of the detailed report.

28. A605 KINGS DYKE LEVEL CROSSING CLOSURE – AWARD OF CONTRACT FOR DESIGN AND CONSTRUCTION

This report informed the Committee of the outcome of the procurement process for the Design and Construction Contract for the Kings Dyke level crossing bypass with the report explaining the background to why the bypass was required, providing an update on the land acquisition process and seeking approval to award the contract to the preferred bidder.

This Committee on 19th April 2016 had approved the use of the competitive process within the Eastern Highways Framework Contract (EHF2) for the detailed design and construction through an Early Contractor Involvement (ECI), two-stage Design and Construct contract. The procurement had been completed with the outcome detailed in section 2 of the officers' report. Significant work had been undertaken to secure the land for the scheme and informal agreement has now been reached with all the landowners for the purchase of the land. The legal conveyancing was ongoing, but would be completed before the project reached the construction stage with the detail provided in section 3 of the report. The total scheme costs had been reviewed with the use of the preferred bidder's tendered price for the scheme, and land prices agreed with land owners as detailed in section 4 of the report. It was explained that the cost of land acquisition had increased from the original estimates and as the land had not yet been purchased, there was a risk if Stage 1 did not proceed.

The report explained that all six invited contractors had submitted a tender. The overall score as set out in Table 1 of the report had been calculated on a ratio 60% quality to 40% price and showed that Bidder 1 had provided the most economically advantageous tender. Details of the bidders' tendered prices, which were business sensitive information, had been provided in a confidential appendix circulated separately in hard copy form to Committee members. (on orange confidential paper)

It was highlighted that while there was an initial presumption that the scheme would be delivered as a single package, no guarantee was being given to the contractor that they would be allowed to move directly from detailed design to construction. This would be conditional on satisfactory performance and agreement of a construction target price based on the detailed design. Given the aspiration to deliver the scheme as quickly as possible, it was proposed that if the cost remained within the currently allocated budget, agreement of the construction target price and commencement of construction should be via a delegation. If post design, the target price was significantly higher than the tender stage construction price and or the scheme exceeded the scheme budget allocation, the decision to trigger construction and seek additional funding from General Purposes Committee would be referred back to this Committee.

The costs and funding were set out in section 4 of the report with Stage 1 able to be funded from the agreed funding in the Business Plan. The award of Stage 2 of the contract would be dependent on cost. Section 5 set out details of the contractors tender stage programme for construction.

In subsequent discussion issues raised included:

- Noting that the tender for Bidder 1 had received the highest financial score (a 40% maximum score) they were only fourth out of six in terms of their quality score (41.48% out of a maximum of 60%). One Member wished to ensure they were able to undertake as good a job as for example bidder 3, who was scored as 48.6% quality and 28.73% on price. It was explained that quality scores from the framework contract were carried over and were added to the individual scores for the current contract.
- As a follow up to this, another Councillor sought clarity if, what was being stated was that the score of bidder 1 was influenced by previous work the bidder had carried out, whether the same criteria had been extended to the other bidders. It was clarified that this process was carried out across the board with the quality score being a mix of both framework scores and project specific tender scores with an overall score added to the separate target costs. It was explained that there were no concerns regarding the quality of Bidder 1, as all of the contractors on the framework contract had already been assessed as being able to undertake the work before being invited to tender.

Councillor Connor a Committee member who had been appointed onto the project board indicated that he would be able to monitor any issues Members might have going forward and would be happy ask questions on their behalf.

It was resolved unanimously to:

- a) Note the procurement process and the revised scheme cost.
- b) Approve the award of the Design and Construction contract to the preferred bidder, Bidder 1 as detailed in Section 2 of the officers' report.
- c) Delegate the decision to commence the second stage of the contract (construction) to the Executive Director of Economy, Transport and Environment in consultation with the Chair and Vice Chair of the Economy and Environment Committee as detailed in Section 2 of the officers' report.
- d) Note the need to conclude some land acquisition in advance of the stage 2 contract award and the associated risks; and
- e) Note that approval from the General Purposes Committee for an increased budget for the project may be required following Stage 1 (Design) of the contract.

29. FINANCE AND PERFORMANCE REPORT – JUNE 2017

Economy and Environment Committee received the latest Finance and Performance Report for the period to the end of June 2017 to enable them to both note and comment on the projected financial and performance outturn position.

It was highlighted that:

Revenue: That at this early stage of the year ETE was forecasting an overspend of £116K. There was a £1m pressure on waste which came under Highways and Community Infrastructure Committee with underspends on the concessionary Fares budget estimated at £400k being used to partially offset this pressure.

Capital; Pressures relating to land purchase for the Kings Dyke overpass were referred to under a separate report on the agenda while pressures on the Ely Southern bypass scheme were due to be reported to a future meeting of the committee.

Performance: on the revised suite of fourteen performance indicators, two were currently showing as red (Local bus journeys originating in the authority area with the second being the average journey time per mile during the morning peak on the most congested routes) three were showing as amber, and nine green. At year-end the current forecast was that only one performance indicator would be red (Local bus journeys originating in the authority area)

One Member queried why money was being vired from the E and E Committee Controlled budget to HCI Committee and whether the monies could be used to subsidise bus routes which had been the subject of a report earlier in the meeting. It was explained that budget pressures needed to be considered across the whole of the ETE directorate and if underspends were not utilised, this would require additional savings (including possible redundancies) to be made in other areas of the Directorate. In addition, the earlier report on the agenda on Whippet Coaches had already identified the monies sufficient to pay for the next 12 month period.

Having reviewed and commented on the report,

It was resolved to:

note the report.

30. ECONOMY AND ENVIRONMENT COMMITTEE OUTSTANDING APPOINTMENTS TO PARTNERSHIP LIAISON AND ADVISORY GROUPS

This report provided an update on outside bodies where appointments were believed to either still be outstanding or needed to be made as they were new outside body appointments. Having been moved and seconded by the Chairman and Vice Chairman and as no other nominations were offered,

It was unanimously resolved:

a) to agree the following:

- A47 Alliance Steering Group and A47 Corridor Feasibility Study; Stakeholder Reference Group – Cllr Bates
- Anglian (Northern) Regional Flood and Coastal Committee – Cllr Connor
- Cambridge Bid Board – Cllr Shuter was appointed as he had agreed that if no nominations were received he would be prepared to carry on until October when the Board was to review its membership.
- Cambridgeshire Flood Risk Management Committee – Cllr Wotherspoon

- Joint Strategic Transport and Spatial Planning Committee – Cllr Harford volunteered for one of the three places. As this Committee had not met for a period of time, the other two appointments would only be sought once a firm meeting date was confirmed.
- Transport Strategy for Fenland – Councillor Connor appointed to one of the two places. One appointment still to be sought.

b) Huntingdon Bid Board – As no nominations were received, Councillor Sanderson volunteered to approach the Independent Group for a nomination to the one place required.

31. ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

The current training plan was as set out on the agenda. It was reported that only six members had attended the Budget and ETE Business Planning meeting held the previous day. Councillors Connor and Fuller indicated that they had been unable to attend as it clashed with a planning meeting the same morning. (*note this was a district council meeting*) and suggested that if possible, future seminars of this nature should be linked to this Committee's meetings cycle.

It was resolved:

- a) To note the report.
- b) To request were practicable that training should be offered on the same day as the Committee meeting as a way of increasing attendance.

32. ECONOMY AND ENVIRONMENT COMMITTEE FORWARD AGENDA PLAN

Having received the forward agenda plans as stout in the agenda:

It was resolved to note the agenda plan with the following additions / potential additions:

- Addition to 14th September Committee meeting Non Key decision report - Risk Management
- Advance notice of reports provisionally to be added to December Committee:
 - a) Wisbeach Access Strategy – Recommendations of schemes for access to £10.5m Growth Funding
 - b) St Neots Northern Foot and Cycle Bridge Update

33. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 14th SEPTEMBER 2017

Chairman: 14TH September 2017

Item 3**ECONOMY AND
ENVIRONMENT COMMITTEE****Minutes - Action Log**Cambridgeshire
County Council

This is the updated minutes action log as at 5th September 2017 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

ACTIONS FROM MINUTES OF THE 13th JULY 2017 COMMITTEE

| Minute No. | Report Title | Action to be taken by | Action | Comments | status |
|------------|-----------------------------------------------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| 16. | BIKEABILITY CYCLE TRAINING | Bob Menzies. | a) The Council Cycling champion asked whether a cross subsidy could be sought from the Health budget. Officers would investigate this further. | This was being looked into. An oral update will be provided. | ACTION ONGOING |
| | BIKEABILITY CYCLE TRAINING Second action | Mike Davies | b) Officers to contact the training provider to establish if their training included safety tips regarding falling off bikes safely. | Bikeability Level One teaches people to control their cycles off road, usually on a playground. They learn the most basic skills of balance as well as starting and stopping. How to manage falling off is covered, though after a very short time this is not a skill needed. | ACTION COMPLETED |

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|--|--------------------------------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| | BIKEABILITY CYCLE TRAINING – third action | Mike Davies | <p>c) On the potential role for community navigators / area champions seeking further local volunteers, as this was an area of work being developed by the Communities and Partnership Committee, officers were asked to make contact with Councillor Criswell regarding this being a future item for that Committee to discuss further.</p> | <p>Prior to 2008 cycle training in Cambridgeshire was delivered by volunteers. The standard of training delivered varied a lot, and was not to the national standards which are now in place. There was a high turnover of trainers (as typically parents would volunteer whilst their own children were at a school, and they would cease when their own children left). County staff were needed to help to recruit trainers, train them, ensure health and safety measures were in place, and to generally provide support. These costs equated to around £80,000 per year.</p> <p>Members often raise concerns around antisocial and dangerous cycling on the County's roads. Delivering Bikeability to the national standards by professional instructors is one way that better, more considerate cycling can be promoted. With Bikeability in place delivered by professionals, numbers being trained have risen year on year and feedback from schools, parents and pupils has been very positive. As stated in the recent report the Department for Transport (DfT) will continue to fund Bikeability in Cambridgeshire, but it cannot fully guarantee to fund all places every year. Any expected shortfall would still be less than the</p> | ACTION COMPLETED |
|--|--------------------------------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|

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|--|---------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| | | | | <p>costs of reintroducing a volunteer based scheme, due to staff costs involved.</p> <p>It is also worth noting that some capital funding for cycling projects from the DfT have been dependent upon bidders having a Bikeability scheme in place, to national standards, rather than their own volunteer led scheme. This was another factor in Cambridgeshire's decision to move away from a volunteer scheme in 2008.</p> <p>Councillor Criswell has been informed.</p> | |
| | | | | | |
| | BIKEABILITY CYCLE TRAINING – fourth action | Mike Davies | <p>d) Officers were asked to investigate the cost benefits of the Council and its partners jointly funding training for volunteers.</p> | <p>Following on from the above, the costs to the Council at the present time of moving to a volunteer led scheme are higher than retaining the current scheme. The benefits (in terms of the quality of training provided and the number of children likely to be trained) are lower than with the current scheme in place.</p> <p>The only potential role for community navigators/area champions, and indeed any other members, is to advise officers of any other potential routes that they may be aware of for potential sponsorship of Bikeability, to</p> | ACTION COMPLETED |

| | | | | | |
|----------------------------------------------------------|--------------------------------------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| | | | | plug the possible funding gap as advised in the recent report. | |
| | BIKEABILITY CYCLE TRAINING – fifth action | Cllr Bates | e) The Chairman to raise the issue of lobbying the Department for Transport for retaining the same level of funding with the Local Government Association (LGA) | A letter was sent to Mark Lloyd at the LGA on 9 th August included As a separate Appendix 1 to this action log. The Committee was sent the letter for information on 4 th September. | ACTION COMPLETED |
| 17. | FINANCE AND PERFORMANCE REPORT – MAY 2017 – fourth action | Sarah Heywood to arrange a response | a) One Member expressed interest in how the performance figure for staff sickness in ETE compared with previous years. | The response was sent to Councillor Tierney on 5 th September. It detailed that ETE has had a consistently lower annual average of sickness days for full time equivalent employees compared to the overall CCC average. This has been maintained over the eight year period. | ACTION COMPLETED |
| 18. | ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN – SEMINAR ON THE COMBINED AUTHORITY | Democratic Services | There was a request for a seminar in due course on the role and how the functions of the E and E Committee fitted into the decision making process in relation to the terms of reference of both the Combined Authority and the Greater Cambridge Partnership. | This was originally to be included as part of the Monthly member seminar programme. The Combined Authority are currently considering the best way to present the information to all Cambridgeshire and Peterborough Councillors (including presentations to district councillors) No date has yet been confirmed. | ACTION ONGOING |
| ACTIONS FROM THE 10TH AUGUST COMMITTEE | | | | | |

| Minute No. | Report Title | Action to be taken by | Action | Comments | status |
|------------|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| 24. | PETITIONS AND PUBLIC QUESTIONS Public Question from Mr John Lloyd regarding speed limits on the Guided Busway | Bob Menzies in consultation with the Chairman | <p>The question read:</p> <p>“Are there any guidelines issued to drivers on maximum speed limits on different areas of the busway; are they monitored and enforced and are there any proposals to reduce them?” I can provide the following information”.</p> <p>It was agreed that as there was not a relevant report on the agenda, a written response would be sent in addition to the brief oral response provided at the meeting.</p> | <p>A response was sent to Mr Lloyd on 31st August the main text of which is included at the end of the action log below.</p> | ACTION COMPLETED |
| 30. | ECONOMY AND ENVIRONMENT COMMITTEE OUTSTANDING APPOINTMENTS TO PARTNERSHIP LIAISON AND ADVISORY GROUPS | Chairman | <p>a) Transport Strategy for Fenland – Councillor Connor appointed to one of the two places. One appointment was to be sought.</p> <p>b) Huntingdon Bid Board - Councillor Sanderson volunteered to approach the Independent Group for a nomination to the one place required.</p> | <p>Councillor Gower has volunteered to be the second appointment. Confirmation to this appointment was agreed via the delegation to the Chairman and Executive Director.</p> <p>At the time of preparing this Minute Log Update Councillor Sanderson was emailed to request an update if any progress had been made. An oral update will be provided at the meeting.</p> | <p>ACTION COMPLETED</p> <p>ACTION ONGOING</p> |

LETTER RESPONSE TO MR LLOYD REGARDING GUIDELINES ISSUED TO DRIVERS ON MAXIMUM SPEED LIMITS ON DIFFERENT AREAS OF THE BUSWAY

Many thanks for attending and submitting an oral question at the August Economy and Environment Committee.

In response to your question “Are there any guidelines issued to drivers on maximum speed limits on different areas of the busway; are they monitored and enforced and are there any proposals to reduce them?” I can provide the following information:

All drivers are trained by the Bus Operators in accordance with the Bus Operations Handbook For Drivers. The Handbook was developed by the County Council in consultation with the Operators and is based on advice and guidance from other guided busways around the world.

The following policy is taken from the Bus Operations Handbook for Drivers:

3.1 While on the Busway, the bus driver remains responsible for the safe operation of his/her guided bus, in the same way as on the public highway, and will remain in full control of the bus at all times. The bus operating company is responsible for the provision of a suitable and safe vehicle.

3.2 All types of passenger safety, bus performance, operation and manoeuvring remain the drivers’ responsibility as they would on the public highway in accordance with The Highway Code.

3.11 Line speed will be 56mph and applies everywhere except stops, road junctions, burst throughs or as otherwise advised in this Handbook. Drivers should operate at line speed where possible unless advised otherwise by the control room, or if in their judgement there is a safety- critical risk (for example thick fog, people trespassing on the track, work adjacent to the track .

6.6 The maximum mandatory speed of approach and entry to any guideway section is 30 mph (48 kph).

7.22 All normal highway signs apply. When running in a guideway you must obey all highway signs applying to the ‘lane’ in which you are travelling, including speed limit signs. You must obey a police officer as you would on highway.

7.38 A mandatory 30mph (48kmph) speed limit operates within the single section of guideway (Trumpington cutting). This must be obeyed at all times.

8.4 A mandatory 40mph (65kmph) speed limit operates through all burst throughs.

8.5 In addition to the above there is a mandatory speed limit of 30 mph through the Holywell Ferry (Lakes) crossing.

Cambridgeshire County Council carries out speed checks along the Guided Busway and this information is passed onto the bus operators. The current devices we use do not have the ability to record the data, it has been primarily a monitoring exercise. We are looking into expanding our monitoring capability which will lean more towards enforcement and the different types of speed recording devices, which will log data, in future. Bus operators also undertake checks.

There are no plans to reduce the speed limits, which are based on many years of operation of other busways.

If you have any further questions of detail please contact Campbell.Ross-Bain@cambridgeshire.gov.uk

Yours Sincerely

Ian Bates

Cllr Ian Bates
Chairman of the Economy and Environment Committee

My ref:
Your ref:
Date: 9th August 2017
Contact: Councillor Ian Bates
Telephone: 07799 133467
E Mail: ian.bates@cambridgeshire.gov.uk



Mark Lloyd
Chief Executive
Local Government Association
Layden House
76-78 Turnmill Street
London
EC1M 5LG

Box1102
Shire Hall
Cambridge
CB3 0AP

Dear Mark,

Re: Bikeability Cycle Training

Firstly, it was very nice to have met you up in Birmingham recently.

I am writing to you to alert you to funding issues related to the provision of Bikeability Cycle Training.

The Department of Transport (DfT) has until recently fully funded Bikeability in Cambridgeshire, and thus we have been able to offer the opportunity to all pupils in every school across the County. Levels of take up have been increasing year on year, and this supports many of our objectives around public health and encouraging people to be independent, as well as helping people to access employment and training opportunities, thus contributing to a strong economy.

As a Cambridge resident yourself you will know that young people want to and are able, to travel independently by bike from a relatively young age. Clearly we want to support this by equipping them with the necessary skills to ensure that they are safe, as well as building their awareness and respect for other road users.

Although the overall funding pot for Bikeability at DfT has remained constant, the demand upon this money has grown each year as more local authorities establish their cycle training programmes, and build aspirations around getting more people cycling.

This now means that the DfT are unable to give every authority the entire amount of funding that they would like, and thus we are now having to explore opportunities to seek other 'top up' funding. I am aware that our neighbouring authorities are in the same position, and all are wrestling with the same issue.

To date we have been lucky enough to have some departmental underspends to use to address the funding gap, but looking ahead we are having to consider sponsorship and/or charging either schools or parents in part for the training.

I am very concerned on a number of counts. Firstly that valuable officer time will now be spent pursuing funding options, processing payments, and undertaking lots of fresh administration work to support something that until now has worked simply and efficiently. The other great concern is that take up levels will now drop, take up in geographic areas will vary, and there is a possibility that those who would benefit most from the training will not receive it.

It would be very much appreciated if you were able to look into this please Mark, not only on behalf of Cambridgeshire, but for all local authorities, and for all aspiring young cyclists.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'A. Bates' with a stylized flourish at the end.

Ian Bates

Chairman Economy and Environment Committee

Councillor for Fenstanton, Hemingford Abbots, Houghton & Wyton, Hemingford Grey, Hilton

CC Members of the Economy and Environment Committee

A10 ELY TO KING'S LYNN STUDY

To: Economy & Environment Committee

Meeting Date: 14 September 2017

From: Graham Hughes

Electoral division(s): Ely South, Ely North, Littleport

Forward Plan ref: Not applicable **Key decision:** No

Purpose: To consider the technical report on the A10 corridor between Ely and King's Lynn

Recommendation: It is recommended that Committee:

- (a) note the report in response to the Full Council motion of 10 May 2016,
- (b) note the Combined Authority proposals for the A10 corridor,
- (c) consider the schemes identified in the report for development, and
- (d) agree to expand the scope of the feasibility study at the A10/A142 junctions to consider a wider range of solutions.

| <i>Officer contact:</i> | <i>Member contacts:</i> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Name: James Barwise Post: Lead Transport & Infrastructure Officer Email: James.Barwise@cambridgeshire.gov.uk Tel: 01223 703522 | Names: Cllr Ian Bates / Cllr Wotherspoon Post: Chairman / Vice Chairman Email: ian.bates@cambridgeshire.gov.uk Tel: 01223 706398 |

1.

2. BACKGROUND

- 2.1. On 10 May 2016, Full Council considered the following motion from Cllr Anna Bailey concerning the evolution and priorities of study work along the A10 corridor, north of Ely:

It has long been recognised that the A10 north of Cambridge suffers from high levels of congestion; with planned developments along its length this is set to worsen.

The ongoing A10 Corridor Study, funded by the County and District Councils, developers and the City Deal is due to report later this year. The scope of this study, however, ends at Ely and does not address the issues along the whole route.

This Council recognises the immediate and future capacity issues of the A10 as expressed in the draft Transport Strategy for East Cambridgeshire 2015, which, in summary, states:

“There are a number of areas on the strategic and primary route network that require measures to be introduced for capacity reasons, with a particular emphasis on longer distance trips. These include: the A10 connecting Cambridge, Ely, Littleport and Downham Market.”

This Council recognises that the development of Ely North and Waterbeach barracks will significantly increase the amount of traffic and welcomes the possibility of the City Deal to fund the South Cambridgeshire portion of the A10 between Milton and the border with East Cambridgeshire near the Lazy Otter.

This Council welcomes the statement by the Chancellor of the Exchequer that he will “look closely” at the bid for upgrading the A10 between Ely and Cambridge.

This Council recognises the opportunities presented by the proposed East Anglia Devolution Agreement to support delivery of comprehensive improvements to the A10 between Cambridge and Kings Lynn in Norfolk.

This Council recognises the need to undertake further scoping and business case work and therefore instructs the Chief Executive to:

- Commission a further high level economic and route options study for the A10 north of Cambridge to complement the existing A10 study for use in future bidding exercises*
- Work with Norfolk County Council to develop a case for whole route improvement from Cambridge to Kings Lynn*
- Work with the two Local Enterprise Partnerships to develop funding bids for the development and delivery of a scheme of improvement on the A10 north of Cambridge*
- Continue to lobby government for improvements to the whole of this vital route.*

- 2.2. The motion was passed by 65 votes to 4. In Autumn of last year, officers invited organisations to submit proposals for how they would develop a study as outlined in the motion. In November, following a bid evaluation process, consultants Mott MacDonald were appointed to undertake the study. Work on the study commenced in December and was completed in May.

3. MAIN ISSUES

- 3.1. The study was developed in four stages. Stages 1 and 2 (Appendix A) form the baseline study, analysing existing transport conditions. Stage 3 (Appendix B) analysed the impact the future housing and employment growth is likely to have on the network, and Stage 4 (Appendix C) considered an economic case for investment.
- 3.2. The report that addressed Stages 1 and 2 of the study identified existing issues in terms of demand and highway operation. The findings from this report are summarised as follows:
- The A10 between the A134 roundabout north of Watlington and King's Lynn is the worst performing section along the study corridor against the indicators assessed. This section lies wholly within Norfolk.
 - The route as a whole is not nearing capacity, and can accommodate an increase in trips. However, if traffic flows continue to increase on the route, the Watlington to King's Lynn section may soon be at capacity.
 - Localised queues and delays occur at a number of junctions (e.g. the two A10 / A142 junctions at Ely, A1122 roundabout at Downham Market, and A134 roundabout as noted above).
 - Travel demand and congestion levels are lower than in the Ely to Cambridge part of the A10(N) corridor.
 - Accident risk analysis using the European Risk Assessment Programme rating resulted in all the identified sections on the A10 being classified within the 'low' or 'low-medium' risk bands.
- 3.3. The report that addressed Stage 3 of the study built upon analysis undertaken in Stages 1 and 2, assessing future traffic conditions along the A10. This was undertaken by analysing historic traffic growth, planning data and by using specialist transport planning software. The findings from this report are summarised as follows:
- Based on these projections, dualling of the whole route is unlikely to offer value for money as levels of congestion, which are a key driver of transport business cases, do not appear to warrant this.
 - It is suggested that further work is undertaken focusing on improving link and junction capacity in Section 1 (Ely to Littleport) and Section 5 (around West Winch) of the A10.
 - There may be benefit in considering localised junction capacity and safety improvements elsewhere on the corridor, together with the potential role of non-highway measures.
 - It is recommended that a programme of traffic surveys be carried out to complement and corroborate the results obtained in this Stage and to provide a robust basis for scheme and business case development should the County Council decide to continue with the development of proposals for the route.
- 3.4. While the analysis has shown that the Ely-Kings Lynn route as a whole has accident rating of 'low', the recommendations of the study identify various safety improvements. This is primarily because certain links in the route have a higher accident rating (namely the A10/A142 (Witchford Road) roundabout, and the northernmost stretch of the route between Watlington and King's Lynn. Secondly the inclusion of safety improvements as part of a package of transport measures often adds added value and improves the business case for delivering schemes.

| Area | Scheme | Description | Cost Estimate |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| A10 from A142 Angel Drove junction to A142 Witchford Rd junction | Angel Drove Roundabout re- design | Increase capacity by widening approaches and exits to dual two lanes in all directions. General widening to circulatory carriageway. Creation of a bypass to the roundabout for traffic travelling on the A10 northbound. | £1.2m |
| | Witchford Roundabout re- design | General widening to circulatory carriageway including the creation of A10 westbound merges, flared lanes, and two exit lanes on each arm | £650,000 |
| | Dual Carriageway | Upgrading this section of the route to dual carriageway, including associated re-designing of roundabouts | £4.5m |
| Access to the filling station and hand car wash near Chettisham | Safety Management Treatments | A package of low cost engineering countermeasures that could include but not limited to: <ul style="list-style-type: none"> • Improve intersection visibility by the removal of obstacles (advertisements and signage) and possible installation of street lighting • Speed management by the installation of variable signs and information. Warning signs that become active when drivers exceed speed limit coupled with slow signs marked on pavement. | £125,000 |
| A10 / Grange Lane roundabout | Safety Management Treatments | Improved road marking and maintenance | £60,000 |
| A10 / Bexwell Road roundabout (east of Downham Market) | Safety Management Treatments | Further improvement could be made through providing road markings on the circulatory carriageway, in order to improve drivers' lane discipline. | £2,000 |
| A10 from A134 to A47 Hardwick Interchange | Relief road linking A10 to A47 | Link road east of the Growth Area and joining the A47 at a new roundabout | <i>Not known</i> |
| | Traffic calming measures and network of pedestrian and cycling access | Creation of a network of safe and easy-to-use pedestrian and cycle routes along the last end of the A10. Installation of traffic calming measures along this stretch of road. | |

3.5. The report that addressed Stage 4 recommends a series of interventions which can form the basis of further detailed study work. Certain interventions were identified to meet the challenges listed above but ruled out due to practical constraints. The interventions

recommended for further study work are listed in the table above.

- 3.6. It is acknowledged that the study represents an initial optioneering exercise rather than a technical exercise. If schemes are to be taken forward, further scheme development work will be required, and funding sources will need to be identified before schemes can be delivered. Work on a wider scheme development programme is currently ongoing; the above schemes will be considered as part of this programme.
- 3.7. A feasibility study has been commissioned to support emerging development in Ely, and design schemes which will mitigate the impact such development will have on the local transport network. This feasibility study will focus on specific junction improvements, specifically the A142/Lancaster Way, A142/A10 (Witchford Road) and A142/A10 (Angel Drove) roundabouts. Consequently, there is a significant alignment between the recommendations above and the objectives of the feasibility study.
- 3.8. As initially proposed the feasibility study noted would have been limited to identifying the interventions necessary to mitigate the impact of emerging development in Ely on the three roundabouts. It is proposed to extend the feasibility work to identify proposals over and above those needed to mitigate development impacts, and deliver a more holistic solution for the short and medium term capacity issues. It is anticipated that longer term solutions will be identified by the work on the A10 being undertaken by the Greater Cambridge Partnership and the Combined Authority.
- 3.9. Certain of the interventions identified lie outside of the county boundary (specifically schemes concerning A10 / Bexwell Road roundabout [east of Downham Market] and A10 from A134 to A47 Hardwick Interchange). As such, these schemes could only be delivered through a mutual agreement with, or by Norfolk County Council. The report has been shared with officers at Norfolk County Council: members will be updated as to whether Norfolk County Council wish to progress any of the study's recommendations.
- 3.10. This report also acknowledges that the priorities of the Mayor of Cambridgeshire and Peterborough and the Combined Authority include further extensive work on the A10 corridor, and exploring ways in which an improved M11 can accommodate additional traffic. A draft of this report has been shared with the Combined Authority with a view to maximising any potential for developing schemes in tandem.
- 3.11. It is proposed that all schemes which sit within the Cambridgeshire boundary should be considered for inclusion in the Transport Strategy for East Cambridgeshire. Inclusion in the strategy will maximise the chances of schemes being developed and submitted for forthcoming funding bids.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1. Developing the local economy for the benefit of all

The report above sets out the implications for this priority in 1.2

4.2. Helping people live healthy and independent lives

There are no significant implications for this priority.

4.3. **Supporting and protecting vulnerable people**

There are no significant implications for this priority.

5. **SIGNIFICANT IMPLICATIONS**

5.1. **Resource Implications**

There are no significant implications within this category.

5.2. **Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications within this category.

5.3. **Statutory, Legal and Risk Implications**

There are no significant implications within this category

5.4. **Equality and Diversity Implications**

There are no significant implications within this category

5.5. **Engagement and Communications Implications**

There are no significant implications within this category

5.6. **Localism and Local Member Involvement**

There are no significant implications within this category

5.7. **Public Health Implications**

There are no significant implications within this category

| Implications | Officer Clearance |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| | |
| Have the resource implications been cleared by Finance? | Yes Name of Financial Officer: Sarah Heywood |
| | |
| Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? | Yes Name of Officer: Paul White |
| | |
| Has the impact on statutory, legal and risk implications been cleared by LGSS Law? | Yes Name of Legal Officer: Fiona McMillan |
| | |

| | |
|----------------------------------------------------------------------------------------------------|------------------------------------------|
| Have the equality and diversity implications been cleared by your Service Contact? | Yes Name of Officer: Tamar Oviatt-Ham |
| Have any engagement and communication implications been cleared by Communications? | Yes Name of Officer: Sarah Silk |
| Have any localism and Local Member involvement issues been cleared by your Service Contact? | Yes Name of Officer: Tamar Oviatt-Ham |
| Have any Public Health implications been cleared by Public Health | Yes Name of Officer: Tess Campbell |

| Source Documents | Location |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| A10 Ely to King's Lynn Study Stage 1 & Stage 2: Baseline Report A10 Ely to King's Lynn Study Stage 3: Future Growth Report A10 Ely to King's Lynn Study Stage 4: The Case For Investment | Room 301 Shire Hall, Cambridge |

TRUMPINGTON PARK AND RIDE, GREATER CAMBRIDGE PARTNERSHIP PROPOSALS

To: **Economy and Environment Committee**

Meeting Date: **14th September 2017**

From: **Executive Director Economy Transport and Environment**

Electoral division(s): **Trumpington, Sawston and Shelford.**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **To consider proposals by the Greater Cambridge Partnership (City Deal) to expand provision at Trumpington Park and Ride.**

Recommendation: **The Economy and Environment Committee is recommended to agree that Greater Cambridge Partnership should develop and implement proposals for expansion of parking and other provision at Trumpington Park and Ride.**

| <i>Officer contact:</i> | | <i>Member contacts:</i> | |
|--------------------------------|-------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Name: | Bob Menzies | Names: | Councillors Bates and Wotherspoon |
| Post: | Service Director Strategy and Development | Post: | Chair/Vice-Chair |
| Email: | Bob.menzies@cambridgeshire.gov.uk | Email: | lan.bates@cambridgeshire.gov.uk Timothy.wotherspoon@cambridgeshire.gov.uk |
| Tel: | 01223 715664 | Tel: | 01223 706398 |

1. BACKGROUND

- 1.1 The Greater Cambridge Partnership (GCP) Board will be considering a report on the Western Orbital, and in particular options to expand parking and other provision at the Trumpington Park and Ride site at their meeting on 20th September. As the site is owned and operated by Cambridgeshire County Council the approval of this Committee is being sought to permit the GCP to develop, promote and ultimately to implement their proposals.

2. MAIN ISSUES

- 2.1 The GCP have been assessing issues and options around the western side of Cambridge as part of the Western Orbital project. This work has included assessing demand and options for additional Park and Ride capacity in this area. While the work has considered potential new Park and Ride sites it has also identified opportunities to provide additional capacity at Trumpington P&R site, which could be implemented more rapidly.
- 2.2 The site has a total of 1340 car parking spaces at present and current peak occupancy of the site is 85%. The site is partly in green belt and close to proposed and existing residential developments. GCP have assessed projected increases in demand for Park and Ride at Trumpington as being dependent on levels of growth and restrictions on parking at the Cambridge Biomedical Campus in line with planning requirements. The projections do not include other linked City Deal initiatives such as demand control measures as part of the City Centre Access scheme. On all scenarios the existing capacity will be insufficient by 2022.

| | Scenario 1 Growth only | Scenario 2, accounting for CBC parking restrictions |
|-------------|-------------------------------|------------------------------------------------------------|
| 2017 (base) | 1139 | 1139 |
| 2022 | 1414 | 1623 |
| 2027 | 1484 | 1847 |
| 2031 | 1531 | 1998 |

- 2.3 For the Trumpington site itself there are 2 types of expansion approaches. The first approach does not involve new structures or significant engineering interventions, but seeks to more intensively utilise the existing site through ground level expansion. The second approach involves new infrastructure at the site (either above or below ground). The second type of approach, given the level of investment, would be evaluated in comparison with the option of an entirely new P&R site.
- 2.4 Specifically at the existing P&R site a number of options exist for expanding capacity:
- Option 1: Increase the ground level provision of parking spaces
 - Option 2: Provide decking for additional spaces above ground level
 - Option 3: Provide additional spaces below ground
- 2.5 Options could be combined to achieve maximum increases in spaces.

- 2.6 Option 1 could be achieved by
- a) increasing the overall number of spaces within the existing parked area by redesign of the car park (reducing the allocated size of parking bays),
 - b) increasing the existing parked area (within the footprint of the overall site) by converting landscaped areas into car parking or
 - c) expanding at ground level outside the existing footprint. It is considered that this option is not viable due to proximity of housing development by the site.
- 2.7 Work done to date on Option 1 has focused on b) because a) will require specific car park redesign services and further assessment of the overall impacts on user safety and comfort in using the site. However in the next stage of work it is proposed to request that car park design specialists undertake a review of potential measures to increase density of parking.
- 2.8 The work has identified potential to increase ground level spaces by 299. This would involve loss of existing landscaping at the site although potentially further new landscaping could be introduced in the redesigned site.
- 2.9 Option 2 (decking) will be considered either in addition to or instead of Option 1b. Decking is an established method of increasing car parking space. Given the adjacent proximity of residential properties and priority for speedy implementation it is assumed that only single story deck is preferable at this site. However double deck structures could be considered although these would need a bespoke design and potentially require a more fundamental redesign of the surface level car parking.
- 2.10 The Trumpington P&R site has a number of adjacent residential properties and a school. In addition there is impact on the ground level space due to the need to provide ramps. As such the extent of areas suitable for potential decking is limited but it is considered that 424 spaces could be provided.
- 2.11 Given potential visual impacts of Options 1 and 2, and following representations from the Local Liaison Forum, the option of underground parking has also been considered. Again consideration of access ramps will also constrain the extent of underground parking. Underground parking may be designed to be fully underground (with associated ventilation) or to be designed to allow for natural ventilation, in effect by allowing the car park deck to sit slightly above the ground.
- 2.12 All options involve buildability challenges in terms of ensuring operation of the existing P&R provision during construction, although ground level expansion has significantly less conflict with the main P&R site.
- 2.13 As part of the general uplift in demand for the site, additional provision for school and long distance coaches is also proposed in line with plans previously developed by the County Council.
- 2.14 All of the above are set out in more detail in the report to the GCP Board. The GCP Board will meet all the costs involved in developing and implementing these proposals, will undertake full public engagement and consultation and will secure all necessary planning permissions and other approvals.

- 2.15 The work will be led by County Council officers working on behalf of the GCP and will therefore be done to the standards that the Council would use if undertaking the work itself. Once the works are complete the additional capacity will be operated and managed by the County Council as part of the normal site management.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The proposals support economic growth and development.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

All costs related to the development of proposals, consultation and implementation will be met by GCP

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

GCP will be responsible for all permissions and approvals.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

GCP has already undertaken community engagement and will be responsible for all future engagement and communications.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

| Implications | Officer Clearance |
|--------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| | |
| Have the resource implications been cleared by Finance? | Yes Name of Officer: Sarah Heywood |
| | |
| Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? | Yes Name of Officer: Paul White |
| | |
| Has the impact on statutory, legal and risk implications been cleared by LGSS Law? | Yes Name of Legal Officer: Fiona Macmillan |
| | |
| Have the equality and diversity implications been cleared by your Service Contact? | Yes Name of Officer: Tamar Oviatt Ham |
| | |
| Have any engagement and communication implications been cleared by Communications? | Yes Name of Officer: Eleanor Bell |
| | |
| Have any localism and Local Member involvement issues been cleared by your Service Contact? | Yes Name of Officer: Tamar Oviatt Ham |
| | |
| Have any Public Health implications been cleared by Public Health | Yes Name of Officer: Tess Campbell |

| Source Documents | Location |
|-----------------------------------------------------------------|--------------------------------------------|
| Draft Report to GCP Board 20th September 2017 | Room 322, Shire Hall, Cambridge . |

**LAND NORTH OF CHERRY HINTON SUPPLEMENTARY PLANNING DOCUMENT (SPD):
CONSULTATION RESPONSE**

To: Economy and Environment Committee

Meeting Date: 14th September 2017

From: Executive Director – Economy, Transport and Environment

Electoral division(s): Abbey, Cherry Hinton and Teversham

Forward Plan ref: Not applicable *Key decision:* No

Purpose: To consider and approve the County Council's response to the consultation draft Supplementary Planning Document for Land North of Cherry Hinton

Recommendation: The Committee is requested to:

- a) consider and approve the response as set out in Appendix 1; and
- b) delegate to the Executive Director (Economy, Transport and the Environment) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.

| <i>Officer contact:</i> | | <i>Member contacts:</i> | |
|--------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------|
| Name: | Juliet Richardson | Names: | Cllr Ian Bates / Cllr Wotherspoon |
| Post: | Business Manager | Post: | Chairman / Vice Chairman |
| Email: | Juliet.Richardson@Cambridgeshire.gov.uk | Email: | ian.bates@cambridgeshire.gov.uk |
| Tel: | 01223 699868 | Tel: | 01223 706398 |

1. BACKGROUND

- 1.1 The emerging local plans for Cambridge City and South Cambridgeshire allocate land for residential development at Land North of Cherry Hinton (LNCH) in accordance with the adopted Cambridge East Area Action Plan (2008).
- 1.2 The proposed allocation comprises of approximately 47 hectares of agricultural land and is located between Cherry Hinton Road/Airport Way and Cambridge Airport.
- 1.3 Figure 1 below shows the location of the site and proximity to Cambridge City Centre.



Source: LNCH SPD

Figure 1: Site Location

- 1.4 The site forms part of the wider Cambridge East proposals to eventually provide between 10,000 and 12,000 homes. This will be the second location to come forward for development in the quarter, following the issue of outline planning consent for Land North of Newmarket Road (known as “Wing”) in November 2016. An area immediately west of the site has been identified as having long term potential for further housing, outside of the emerging local plan timescale, but in accordance with the Cambridge East Area Action Plan.
- 1.5 The Council has supported the Cambridge East allocations as part of the broader growth agenda in Cambridgeshire and is actively planning for infrastructure to help facilitate this.

- 1.6 To shape future planning applications for the LNCH site, Cambridge City Council and South Cambridgeshire District Council are jointly preparing a Supplementary Planning Document (SPD). The SPD will support the policies contained in the Local Plans and Cambridge East Area Action Plan (2008), and provide planning and design guidance to developers. The SPD will be a material consideration in the determination of planning applications.
- 1.7 Following a series of workshops, which included both County officers and local members, the consultation draft SPD has been published for comments with a deadline of 2nd October 2017.

2. MAIN ISSUES

- 2.1 LNCH is planned to deliver up to 1,200 new homes with supporting infrastructure, including a primary and secondary school, employment, leisure and community facilities. Access to and from the site will be from both Coldhams Lane and Cherry Hinton Road/Airport Way for vehicles, with other potential linkages for pedestrians and cyclists provided to the surrounding area. The route of the spine road will require careful planning to ensure it does not encourage its use as a 'rat run' for motorists.
- 2.2 The delivery of these schools and sustainable transport options are the main priorities for the County Council when development comes forward.
- 2.3 Appendix 1 contains the full officer response and set out below, in paragraphs 2.3 to 2.8, are the salient issues for consideration by committee. Due to the nature of planning policy consultation processes, it may be necessary to enter representations as 'support', 'object' or 'comment' and therefore two objections are recommended in relation to Minerals and Waste and Transport.

EDUCATION

- 2.4 The SPD establishes that any development will need to provide for a new on-site 2 form of entry primary school (420 places) with early years provision. This will be secured through provision of a fully serviced site and funded, in part, by a s106 contribution. The SPD indicates the position of the primary school, close to the local centre, and this is broadly supported by education officers as an appropriate location. This will be subject to reasonable flexibility to respond to adjacent land uses and building heights.
- 2.5 The SPD also identifies a gas main running through the site. It would not be acceptable for this gas main to be situated beneath any part of a school site. The SPD recognises that there is potential to re-route the gas main to ensure the route of the pipe is compatible with development. County Council officers recommend that this requirement is secured in the SPD to facilitate the delivery of the new primary school.
- 2.6 A new secondary school in east Cambridge is necessary to provide new capacity for children from LNCH (and Wing) and also to meet increased demand from Cambridge. The SPD provides a site for a secondary school, where the school buildings will be within the boundary of the LNCH site, and playing fields within the green belt. This approach, and indicated location for the secondary school, is broadly acceptable to the Council, provided that the local planning authorities demonstrate that the green belt tests are satisfied, such

that it would not prejudice a planning application for a new secondary school.

MINERALS AND WASTE

- 2.7 The SPD omits to include the planning policy of the adopted Cambridgeshire and Peterborough Mineral and Waste Core Strategy (2011), and the Cambridgeshire and Peterborough Mineral and Waste Site Specific Proposals Plan (2012); both of which are part of the adopted development plan for the area. These policies will need to be referred to in the policy section, and addressed. Officers recommend an objection to the SPD on this point to ensure this is addressed in any approved SPD.

TRANSPORT

- 2.8 The SPD should highlight that the requirements of the final spine road design will be determined by the County Council and local authorities prior to submission of a planning application. The wording in the consultation version suggests that this will be decided through the planning application process, but the County Council require this to be decided prior to a planning application being submitted. Therefore, officers recommend an objection on this point until the wording is altered to “prior to submission of a planning application”.

PUBLIC HEALTH

- 2.9 The SPD has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire and its nine key themes. Full comments are provided in Appendix 1.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority. Any development may include employment opportunities for the local economy.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority. Any planning application coming forward will need to demonstrate how it provides for healthy and independent lives in accordance with local plan policies.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority. Any planning application coming forward will need to demonstrate how it provides for protecting vulnerable people in accordance with local plan policies.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no further resource implications to detail at this stage.

4.2 Statutory, Risk and Legal Implications

There are no further resource implications to detail at this stage

4.3 Equality and Diversity Implications

There are no further resource implications to detail at this stage.

4.4 Engagement and Consultation Implications

No further resource implications to detail at this stage.

4.5 Localism and Local Member Involvement

No further resource implications to detail at this stage.

4.6 Public Health Implications

No further resource implications to detail at this stage.

| Implications | Officer Clearance |
|------------------------------------------------------------------------------------|------------------------------------------------------------------|
| | |
| Have the resource implications been cleared by Finance? | Yes or No Name of Financial Officer: Sarah Heywood |
| | |
| Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law? | Yes or No Name of Legal Officer: Fiona McMillan |
| | |
| Are there any Equality and Diversity implications? | Yes or No Name of Officer: Tamar Oviatt-Ham |
| | |
| Have any engagement and communication implications been cleared by Communications? | Yes or No Name of Officer: Eleanor Bell |
| | |
| Are there any Localism and Local Member involvement issues? | Yes or No Name of Officer: Tamar Oviatt-Ham |
| | |
| Have any Public Health implications been cleared by Public Health | Yes or No Name of Officer: Iain Green |

| Source Documents | Location |
|-------------------------------------------------------------------------------------------|---------------------------------------|
| <i>Land North of Cherry Hinton Supplementary Planning Document – Consultation Version</i> | Room 304, Shire Hall, Cambridge |

**Cambridgeshire County Council Representation
to
Land North of Cherry Hinton Supplementary Planning Document Consultation.**

(Each representation is prefixed with 'support', 'object' or 'comment' to clarify the status of each comment).

EDUCATION

SUPPORT: Education officers generally support the principles set out for education provision and the locations of the schools. However, there does remain a need to retain appropriate flexibility around the building location for the primary school. Both in terms of the site itself, and the surrounding area.

COMMENT: The gas main should not run under any part of the school sites, and any agreed school site will need to meet the site specification requirements set out by the County Council.

COMMENT: The 2.3 hectare primary school site is sufficient to accommodate a 2 form of entry (420 place) school, and sufficient to meet the needs of the proposed development on this site. Officers have encouraged the inclusion of additional safeguarded land to future proof the primary school site for expansion, should the adjacent land come forward for development in the future.

SUPPORT: The principle of secondary school playing fields in the green belt is acceptable to the Education Place Planning team, although it is recognised that there will need to be a balance between providing appropriate boundary treatments, and maintaining the character of the green area.

COMMENT: The local planning authority should satisfy themselves that the greenbelt tests will be met to not prejudice the deliverability of a secondary school.

COMMENT: For completeness, the map of surrounding schools, on page 18 of the SPD, appears to omit Abbey Meadows Primary School, which is within the 1600m isochrone and St Philip's Church of England Primary School, just outside of the 1600m isochrone.

COMMENT: It seems unnecessary, in paragraph 5.94, to state that the secondary school will be a minimum of 6FE to ensure it is educationally and financially viable. Simply state the secondary school will be a minimum of 6 forms of entry (900 places) to serve the SPD site and surrounding areas.

COMMENT: The primary school will include provision for early years. Officers would encourage any development of this nature to also consider provision for a commercially operated nursery. This could be ensuring the appropriate use class designation is included in any planning applications.

MINERALS AND WASTE

OBJECT: The SPD omits to include the planning policy of the adopted Cambridgeshire and Peterborough Mineral and Waste Core Strategy (2011), and the Cambridgeshire and Peterborough Mineral and Waste Site Specific Proposals Plan (2012); both of which are part of the adopted development plan for the area.

COMMENT: The adopted Core Strategy seeks to make adequate provision for waste management to meet Cambridgeshire's needs over the period to 2026, and makes allocations for this purpose. The Cherry Hinton site which is the subject of this SPD forms part of a larger Area of Search for the potential location of waste management facilities allocated by Policy SSP W1E of the Site Specific Proposals Plan; and this allocation is safeguarded through Policy SSP W8H which designates a Waste Consultation Area over and around the Area of Search.

COMMENT: Policy SSP W1E allocates the Area of Search at Cambridge East for a range of waste management uses which potentially includes recycling facilities, a Household Recycling Centre, Temporary Inert Waste Recycling, Materials Recovery Facility, and suitable new waste management uses.

COMMENT: Policy CS30 of the Core Strategy provides the overarching policy for Waste Consultation Areas and this states that development will only be permitted where it is demonstrated that this will not prejudice existing or future planned waste management operations.

COMMENT: These policies will need to be included in the policy section of the SPD and addressed in due course. It should also be recognised that the wider Area of Search for the potential location of waste management facilities has been subject to development elsewhere, and has therefore been reduced in size.

FLOODS and WATER

COMMENT: Page 20, Paragraph 3.21 is incomplete '*...onsite attenuation provided to mitigate risk to the wider catchment. Maximise and incorporate existing*'.

TRANSPORT

OBJECT: Page 52 – 5.18 – The SPD should highlight that the requirements of the final spine road design will be determined by CCC and Local Authorities prior to submission of a Planning Application. The wording in the consultation version is that this will be decided through the planning application process, but the County Council require this to be decided prior to a planning application is submitted, therefore wording should be altered to prior to submission of a planning application.

COMMENT: Page 46 - Movement – the 'vehicular access points' on figure 39 are not very clear, these need to be made clearer.

COMMENT: Page 47 – 5.13 should refer to Coldham's Lane/ Barnwell Road not Drive.

COMMENT: Page 51 – 5.16 –The spine road design speed should be agreed with Highways Development Control – 20mph seems most appropriate This should actually refer to Highways

Development Management or the Highway Authority or County Highways rather than Highways Development Control.

COMMENT: Page 53 – Figure 45 is small and not clear to read.

COMMENT: Page 59 –car parking provision should be compared to needs assessment e.g. car ownership levels. This has not been addressed.

PUBLIC HEALTH

The SPD has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire¹.

The JSNA contains an evidence review of the built environment's impact on health and has distilled the evidence into the following themes:

- Generic evidence supporting the built environment's impact on health.
- Green space.
- Developing sustainable communities.
- Community design (to prevent injuries, crime, and to accommodate people with disabilities).
- Connectivity and land use mix.
- Communities that support healthy ageing.
- House design and space.
- Access to unhealthy/"Fast Food".
- Health inequality and the built environment.

The SPD has therefore been reviewed against these themes to ensure the SPD has identified possible areas which can impact human health and wellbeing and therefore should be mitigated through design and master planning.

For ease of reference the comments on the SPD have been grouped under the nine themes contained in the JSNA as mentioned above.

COMMENT: A. Generic evidence supporting the built environment's impact on health.

It is welcomed that the SPD recognises that "where necessary, appropriate mitigation of environmental and health impacts will be required within any proposal to ensure future residents are provided with a satisfactory living environment" (Page 2 – 1.3 of the SPD). And that the SPD acknowledges both the emerging Cambridge Local Plan, and South Cambridgeshire Local Plan in that in section "2.9 Proposals for residential development will be supported if... "acceptable mitigation of environmental and health impacts (including noise) from the airport can be provided..." In addition the 5.71 of the Open space and recreation section within the SPD states that the development should "also encourage healthy lifestyles and the use of sustainable travel modes, such as cycling."

¹ <http://cambridgeshireinsight.org.uk/joint-strategic-needs-assessment/current-jsna-reports/new-housing-developments-and-built-environment>

COMMENT: B. Green space.

There are concerns that the provision of green space may not be sufficient, although the SPD references the policies within each local plan, the labels for pocket parks on the indicative map on page 63 do not match the description on the indicative map on page 43 where they are classed as green corridors, these are not the same and should be clarified.

In addition the dry swales should not be included within the allocation for green space as these may not be available for recreation depending on the condition of the swale e.g. in exceptional flood circumstances.

COMMENT: C. Developing sustainable communities.

The provision of electric charging points within the development is welcomed, however, the provision needs to be more specific and it is suggested the SPD reflects the need for EV charging points in different settings e.g. Residential, Commercial, Carparks etc. also the SPD should reflect the different types of EV charging points (standard and rapid).

It would be beneficial if the SPD had an aspiration that all dwellings are provided with EV charging points.

The acknowledgement that air quality needs to be considered at the design stage (Page 56) is welcomed and the SPD should also consider domestic use of energy as well as energy production i.e. combustion sources within domestic dwellings

The statements regarding s106 monies for 'primary health care facilities' on page 75, needs to be wider. The category of infrastructure should be 'health care facilities' rather than 'primary health care facilities' in order to allow different sectors of the NHS to decide what type of provision would best suit that location i.e. primary and community care provision. In addition the location of any expansion, or new facility may not be within Cherry Hinton so it might be better to reword the requirement to allow a flexible location.

COMMENT: D. Community design (to prevent injuries, crime, and to accommodate people with disabilities).

The SPD does reference the need for "a wide choice, type and mix of housing will be provided to meet the needs of different groups in the community, including families with children, older people and people with disabilities." However this seems only to apply to housing. The needs of disabled or older people and other marginalised groups should be taken into account in all aspects of the masterplan including, but not limited to, the design of green space, transport connectivity etc.

There is no aspiration within the SPD to tackle crime through innovative design.

The aspiration for encouraging developers to incorporate a traffic calmed environment is welcomed. Particularly the reference to using street design, intersecting cross routes to create a natural reduction in speeds, and setting the spine road speed limit to 20mph. The SPD could consider making the entire development a 20mph zone.

COMMENT: E. Connectivity and land use mix.

The incorporation of cycle links, and the access to public transport is welcomed but the s106 requirements (page 75) could be widened to increase the uptake of cycling and walking within, and from the development. For example, any emerging travel plan should include personal travel plans, cycle purchase vouchers etc. In addition the connectivity considerations need to relate to the provision of adequate cycle parking facilities in both commercial buildings and domestic dwellings.

COMMENT: F. Communities that support healthy ageing.

Although the SPD references the need for “a wide choice, type and mix of housing will be provided to meet the needs of different groups in the community, including families with children, older people and people with disabilities.” It does not address the needs of older people specifically.

The SPD should make it explicit that the needs of older people, particularly those with dementia should be taken into account as part of the overall design and master planning.

COMMENT: G. House design and space.

The requirement that the development should include a mix of dwelling sizes, types and tenures to meet projected future household needs within Cambridge including integrated housing, and dwellings designed to provide adaptability and flexibility is welcomed.

The SPD could go further and recommend the proportions of dwellings that are built to the Government’s ‘Approved Document M’ standards to ensure that people are able to access and use buildings and their facilities.

COMMENT: H. Access to unhealthy/“Fast Food”.

The SPD could reflect the need to address obesogenic environments that encourage people to eat unhealthily and not do enough exercise by encouraging healthy lifestyle choices through innovative design.

COMMENT: I. Health inequality and the built environment.

The SPD needs to address the need for local employment opportunities further.

ARCHAEOLOGY

COMMENT: The site has been subject to a programme of archaeological evaluation, the results of which indicate that significant archaeological remains survive in the area. Any planning application will require a programme of archaeological excavation, secured by condition, as appropriate methodology for mitigating the development impact.

ENDS

SERVICE COMMITTEE REVIEW OF THE DRAFT 2018-19 CAPITAL PROGRAMME

To: Economy and Environment Committee

Meeting Date: 14th September 2017

From: Executive Director, Economy Transport and Environment

Electoral division(s): All

Forward Plan ref: Not applicable **Key decision:** No

Purpose: This report provides the Committee with an overview of the draft Business Plan Capital Programme for Economy Transport and Environment

Recommendation:

- a) It is requested that the Committee note the overview and context provided for the 2018-19 Capital Programme for Economy Transport and Environment
- b) It is requested that the Committee comment on the draft proposals for Economy Transport and Environment's 2018-19 Capital Programme and endorse their development

| <i>Officer contact:</i> | | <i>Member contact:</i> | |
|--------------------------------|----------------------------------------------------------------------------------------------|-------------------------------|--------------------------------------------------------------------------------------|
| Name: | Graham Hughes | Name: | Councillor Ian Bates |
| Post: | Executive Director, ETE | Chairman: | Economy and Environment Committee |
| Email: | Graham.Hughes@cambridgeshire.gov.uk | Email: | ian.bates@cambridgeshire.gov.uk |
| Tel: | 01223 715660 | Tel: | 01223 706398 |

1. CAPITAL STRATEGY

- 1.1 The Council strives to achieve its vision through delivery of its Business Plan. To assist in delivering the Plan the Council needs to provide, maintain and update long term assets (often referred to as 'fixed assets'), which are defined as those that have an economic life of more than one year. Expenditure on these long term assets is categorised as capital expenditure, and is detailed within the Capital Programme for the Authority.
- 1.2 Each year the Council adopts a ten year rolling capital programme as part of the Business Plan. The very nature of capital planning necessitates alteration and refinement to proposals and funding during the planning period; therefore whilst the early years of the Business Plan provide robust, detailed estimates of schemes, the later years only provide indicative forecasts of the likely infrastructure needs and revenue streams for the Council.
- 1.3 This report forms part of the process set out in the Capital Strategy whereby the Council updates, alters and refines its capital planning over an extended planning period. New schemes are developed by Services and all existing schemes are reviewed and updated as required before being presented to the Capital Programme Board and subsequently Service Committees for further review and development.
- 1.4 An Investment Appraisal of each capital scheme (excluding committed schemes and schemes with 100% ring-fenced funding) is undertaken / revised, which allows schemes within and across all Services to be ranked and prioritised against each other, in light of the finite resources available to fund the overall Programme and in order to ensure the schemes included within the Programme are aligned to assist the Council with achieving its outcomes.

2. DEVELOPMENT OF THE 2018-19 CAPITAL PROGRAMME

- 2.1 Prioritisation of schemes (where applicable) is included within this report to be reviewed individually by Service Committees alongside the addition, revision and update of schemes. Prioritisation of schemes across the whole programme will be reviewed by General Purposes Committee (GPC) in October, before firm spending plans are considered again by Service Committees in November. GPC will review the final overall programme in December, in particular regarding the overall levels of borrowing and financing costs, before recommending the programme in January as part of the overarching Business Plan for Full Council to consider in February.
- 2.2 The introduction of the Transformation Fund for the 2017-18 planning process has not impacted on the funding sources available to the Capital Programme as any Invest to Save or Earn schemes will continue to be funded over time by the revenue payback they produce via savings or increased income. This is the most financially sensible option for the Council due to the ability to borrow money for capital schemes and defray the cost of that expenditure to the Council over the life of the asset. However, if a scheme is transformational, then it should also move through the governance process agreed for the transformation programme, in line with all other transformational schemes, but without any funding request to the Transformation Fund.

2.3 There are several schemes in progress where work is underway to develop the scheme, however they are either not sufficiently far enough forward to be able to include any capital estimate within the Business Plan, or a draft set of figures have been included but they are, at this stage, highly indicative. The following are the two main schemes that this applies to:

- The Adults Committee first considered the Older People's Accommodation Strategy in 2016. Following consideration of outline modelling and a business case to increase the availability of affordable care home beds in the County through more direct intervention in the market by the Council, the Adults Committee is due to receive an update in September on market engagement and next steps towards a more detailed business case and procurement. Amongst a number of options, there is potential for implications for the Council's capital plans through provision of land, other assets or involvement with construction. The Council is engaged with health partners on these challenges, and plans are also in development for an investment in housing for vulnerable people using improved better care fund monies.
- The Council is in the fortunate position of being a major landowner in Cambridgeshire and this provides an asset capable of generating both revenue and capital returns. This has, however, required the Council to move from being a seller of sites to a developer of sites, through a Housing Company. A Special Purpose Vehicle has been established, the Cambridgeshire Housing Investment Company (CHIC), through which the Council will operate to make best use of sites with development potential in a co-ordinated and planned manner, in order to progress those sites for a range of development options. This will generate capital receipts to support site development and create significant revenue and capital income for the Council which will help support services and communities.

A comprehensive 10-year pipeline of development projects has been identified and the initial model is currently being reviewed, refined and developed by both the Housing Company and the Council. As such, it is expected that the figures within the Business Plan will continue to be refined as the model evolves over the next few months.

3. REVENUE IMPLICATIONS

- 3.1 All capital schemes can have a potential two-fold impact on the revenue position, relating to the cost of borrowing through interest payments and repayment of principal and the ongoing revenue costs or benefits of the scheme. Conversely, not undertaking schemes can also have an impact via needing to provide alternative solutions, such as Home to School Transport (e.g. transporting children to schools with capacity rather than investing in capacity in oversubscribed areas).
- 3.2 The Council is required by the Chartered Institute of Public Finance and Accountancy's (CIPFA's) Prudential Code for Capital Finance in Local Authorities 2011 to ensure that it undertakes borrowing in an affordable and sustainable manner. In order to ensure that it achieves this, GPC recommends an advisory limit on the annual financing costs of borrowing (debt charges) over the life of the Plan. In order to afford a degree of flexibility from year to year, changes to the phasing of the limit is allowed within any

three-year block (starting from 2015-16), so long as the aggregate limit remains unchanged.

- 3.3 For the 2017-18 Business Plan, GPC agreed that this should continue to equate to the level of revenue debt charges as set out in the 2014-15 Business Plan for the next five years (restated to take into account the change to the MRP Policy agreed by GPC in January 2016), and limited to around £39m annually from 2019-20 onwards. GPC will be asked to reconfirm this decision for the 2018-19 process as part of the Capital Strategy paper, also being presented at the September meeting.

4. SUMMARY OF THE DRAFT CAPITAL PROGRAMME

- 4.1 The revised draft Capital Programme is as follows:

| Service Block | 2018-19 £'000 | 2019-20 £'000 | 2020-21 £'000 | 2021-22 £'000 | 2022-23 £'000 | Later Yrs £'000 |
|-------------------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| People and Communities | 87,573 | 121,024 | 78,846 | 37,229 | 25,992 | 85,353 |
| Economy, Transport and Environment | 34,250 | 25,232 | 17,631 | 18,561 | 20,098 | 19,182 |
| Public Health | - | - | - | - | - | - |
| Commercial and Investment Committee | 46,994 | 6,938 | 1,120 | 12,371 | 760 | 18,970 |
| Corporate and Managed Services | 7,136 | 460 | 460 | 460 | - | - |
| LGSS Operational | - | - | - | - | - | - |
| Total | 175,953 | 153,654 | 98,057 | 68,621 | 46,850 | 123,505 |

- 4.2 This is anticipated to be funded by the following resources:

| Funding Source | 2018-19 £'000 | 2019-20 £'000 | 2020-21 £'000 | 2021-22 £'000 | 2022-23 £'000 | Later Yrs £'000 |
|------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Grants | 53,009 | 32,373 | 33,046 | 29,716 | 31,712 | 78,020 |
| Contributions | 19,927 | 44,375 | 54,545 | 14,164 | 8,160 | 196,305 |
| Capital Receipts | 21,676 | 5,252 | 6,615 | 19,536 | 1,909 | 9,556 |
| Borrowing | 51,426 | 72,842 | 20,659 | 12,690 | 9,215 | 2,426 |
| Borrowing (Repayable)* | 29,915 | -1,188 | -16,808 | -7,485 | -4,146 | -162,802 |
| Total | 175,953 | 153,654 | 98,057 | 68,621 | 46,850 | 123,505 |

* Repayable borrowing nets off to zero over the life of each scheme and is used to bridge timing gaps between delivery of a scheme and receiving other funding to pay for it.

- 4.3 The following table shows how each Service's borrowing position has changed since the 2017-18 Capital Programme was set:

| Service Block | 2017-18 £'000 | 2018-19 £'000 | 2019-20 £'000 | 2020-21 £'000 | 2021-22 £'000 | 2022-23 £'000 | Later Yrs £'000 |
|------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| People and Communities | 1,832 | 15,545 | 37,793 | 3,022 | 3,903 | -6,486 | -2,333 |
| Economy, Transport and Environment | 10,712 | 2,976 | -1,665 | -2,859 | -3,055 | -6,484 | -1,723 |
| Public Health | - | - | - | - | - | - | - |
| Corporate and Managed Services | 958 | 438 | - | - | - | - | - |
| LGSS Operational | -100 | - | - | - | - | - | - |

| | | | | | | | |
|-----------------------------------------------------------------------|---------------|---------------|---------------|------------|------------|----------------|---------------|
| Commercial and Investment Committee | -650 | 1,449 | -165 | -17 | 4 | 2 | 2,258 |
| Corporate and Managed Services – relating to general capital receipts | - | - | - | - | - | - | - |
| Total | 12,752 | 20,408 | 35,963 | 146 | 852 | -12,968 | -1,798 |

4.4 The table below categorises the reasons for these changes:

| Reasons for change in borrowing | 2017-18 £'000 | 2018-19 £'000 | 2019-20 £'000 | 2020-21 £'000 | 2021-22 £'000 | 2022-23 £'000 | Later Yrs £'000 |
|----------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| New | 580 | 12,806 | 20,957 | 5,761 | 2,630 | 300 | 3,850 |
| Removed/Ended | -6,054 | 180 | 200 | 30 | -100 | -9,300 | 11,965 |
| Minor Changes/Rephasing* | -3,757 | 8,639 | 5,198 | -9,318 | 5,741 | 3,320 | -8,192 |
| Increased Cost (includes rephasing) | -2,002 | 4,096 | 12,050 | 2,667 | 901 | -839 | -420 |
| Reduced Cost (includes rephasing) | 2,822 | -3,341 | -2,174 | -1,820 | -1,885 | -3,182 | 0 |
| Change to other funding (includes rephasing) | 4,978 | -459 | 5,715 | 5,373 | -4,092 | -254 | -6,752 |
| Variation Budget | 16,185** | -1,513 | -5,983 | -2,547 | -2,343 | -3,013 | -2,249 |
| Total | 12,752 | 20,408 | 35,963 | 146 | 852 | -12,968 | -1,798 |

*This does not off-set to zero across the years because the rephasing also relates to pre-2017-18.

**This reflects removal of this budget for 2017-18, as it is a rolling budget that is refreshed every year

4.5 The revised levels of borrowing result in the following levels of financing costs:

| Financing Costs | 2018-19 £'000 | 2019-20 £'000 | 2020-21 £'000 | 2021-22 £'000 | 2022-23 £'000 |
|-------------------------------------------|------------------|------------------|------------------|------------------|------------------|
| 2017-18 agreed BP | 18.6 | 18.9 | 22.0 | 22.9 | - |
| 2018-19 draft BP | 16.6 | 17.4 | 21.6 | 23.6 | 25.1 |
| CHANGE (+) increase / (-) decrease | -2.0 | -1.5 | -0.4 | 0.7 | 25.1 |

4.6 Invest to Save / Earn schemes are excluded from the advisory financing costs limit – the following table therefore compares revised financing costs excluding these schemes. In order to afford a degree of flexibility from year to year, the limit is reviewed over a three-year period – based on the revised programme, the advisory limit is not exceeded for either of these 3 year blocks.

| Financing Costs | 2018-19 £m | 2019-20 £m | 2020-21 £m | 2021-22 £m | 2022-23 £m | 2023-24 £m |
|------------------------------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 2018-19 draft BP (excluding Invest to Save / Earn schemes) | 26.5 | 28.8 | 32.2 | 34.4 | 36.1 | 36.1 |
| Recommend limit | 37.9 | 38.6 | 39.2 | 39.7 | 40.3 | 40.8 |
| HEADROOM | -11.4 | -9.8 | -6.9 | -5.3 | -4.2 | -4.8 |
| Recommend limit (3 years) | 115.7 | | | 120.8 | | |
| HEADROOM (3 years) | -28.1 | | | -14.3 | | |

- 4.7 Although the limit hasn't been exceeded, the Business Plan is still under review and as such adjustments to schemes and phasing will continue over the next two to three months. However, as there is significant headroom available, it is not expected that any further revisions will cause a breach of the advisory limit.

5. OVERVIEW OF ECONOMY TRANSPORT AND ENVIRONMENT's DRAFT CAPITAL PROGRAMME

- 5.1 The revised draft Capital Programme for Economy Transport and Environment (ETE) is as follows:

| Service Block | 2018-19 £'000 | 2019-20 £'000 | 2020-21 £'000 | 2021-22 £'000 | 2022-23 £'000 | Later Yrs £'000 |
|------------------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Economy, Transport and Environment | 34,250 | 25,232 | 17,631 | 18,561 | 20,098 | 19,182 |

- 5.2 This is anticipated to be funded by the following resources:

| Funding Source | 2018-19 £'000 | 2019-20 £'000 | 2020-21 £'000 | 2021-22 £'000 | 2022-23 £'000 | Later Yrs £'000 |
|----------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Grants | 18,730 | 16,108 | 16,686 | 17,668 | 16,664 | 21,662 |
| Contributions | 9,752 | 3,473 | 200 | 1,000 | 1,000 | 9,700 |
| Borrowing | 5,768 | 5,651 | 745 | -107 | 2,434 | -12,180 |
| Total | 34,250 | 25,232 | 17,631 | 18,561 | 20,098 | 19,182 |

- 5.3 The full list of ETE capital schemes is shown in the draft capital programme at Appendix 1. Table 4 lists the schemes with a description and with funding shown against years. Table 5 shows the breakdown of the total funding of the schemes, for example whether schemes are funded by grants, developer contributions or prudential borrowing.

- 5.4 Papers on the individual schemes have been, or will be, considered separately by the appropriate Service Committee.

5.5 Changes to Existing Capital Schemes

- 5.5.1 Changes to existing schemes, such as re-phasing, re-costing, and revised funding are highlighted below. The Integrated Transport Schemes apply to both Economy and Environment Committee and Highways and Community Infrastructure Committee, so those are listed first. Following that, items are grouped by Service Committee.

5.6 Integrated Transport and Operating the Network

- 5.6.1 This area is mainly funded by Local Transport Plan grant funding from the Department for Transport as well as schemes funded by developer contributions.

The assumption is made that funding that now goes via the Combined Authority will now be passported across to Cambridgeshire. There is no change from the 2017-18 Business plan.

5.7 Highways and Community Infrastructure Committee

5.7.1 Highways Maintenance

Highways Maintenance (£90m) has been re-profiled on the assumption that £2.25m is carried forward from 22/23 to assist the Challenge Fund bid. There is a budget cut of £1.7m for first 4 years to reflect the savings being made from the capital element of the Highways contract. Total contract saving of £2.2m from the Highways contract with £500k coming from revenue.

5.7.2 Ely Archives Centre

This scheme has been re-phased to reflect the majority of the work that will take place in 2018/19.

5.8 Economy and Environment Committee

5.8.1 Ely Crossing and Kings Dyke

No uplift has been made to this scheme and reflect the figures in 2017-18 business plan. As with all large civil engineering projects there are significant risks with this scheme that have the potential to increase costs. All efforts are being made to manage and mitigate these risks, and where risks are realised to minimise the cost impact. Rather than make speculative budget provision for additional costs it is proposed to adjust the business plan only when any extra costs have been fully assessed.

5.8.2 Guided Busway

The figures are adjusted to allow for the retention monies payable to the contractor for 10 years with an expectation that the dispute could be settled in 2019-20. We still have £3m built in for further land compensation.

5.8.3 Energy Efficiency Fund

The energy team have now transferred into the Growth & Economy team within ETE. They manage the Energy Efficiency fund on behalf of CCC, £250k per annum over 4 years from 2016-17.

5.9 Overview of new schemes – including justification

5.9.1 East Barnwell Library

Fit out costs of refurbished library arising out of a CHIC redevelopment of a community centre into a mixed use scheme that will result in the library moving into these new premises. Existing furniture and equipment etc. will not be suitable and there is insufficient funding from other sources to cover the replacement costs.'

5.9.2 Milton Road Library

Fit out costs of refurbished library arising out of the CHIC redevelopment of the library as a mixed use scheme. Existing furniture and equipment etc. will not be suitable and there is insufficient funding from other sources to cover the replacement costs.'

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

The following bullet points set out details of implications identified by officers:

- Investing in key infrastructure schemes will promote growth in the number of jobs in our area and thus growth of the economy.
- Transport schemes are critical in allowing people to get around effectively and efficiently and to access work and other facilities they need.

6.2 Helping people live healthy and independent lives

See wording under 6.1 above.

6.3 Supporting and protecting vulnerable people

See wording under 6.1 above.

7. SIGNIFICANT IMPLICATIONS

| Implications | Officer Clearance |
|-------------------------------------------------------------------------------------------|----------------------------------------------|
| | |
| Have the resource implications been cleared by Finance? | Yes Name of Officer: Sarah Heywood |
| | |
| Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law? | Yes Name of Legal Officer: Fiona McMillan |
| | |
| Are there any Equality and Diversity implications? | Yes Name of Officer: Tamar Oviatt-Ham |
| | |
| Have any engagement and communication implications been cleared by Communications? | Yes Name of Officer: Eleanor Bell |
| | |
| Are there any Localism and Local Member involvement issues? | Yes Name of Officer: Tamar Oviatt-Ham |
| | |
| Have any Public Health implications been cleared by Public Health | Yes Name of Officer: Iain Green |

7.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:

- There may be revenue implications associated with operating new or enhanced capital assets but equally capital schemes can prevent the need for other revenue expenditure.
- The overall scale of the capital programme has been reduced to limit the impact on the Council's revenue budget and this in turn will have beneficial impacts on the services that are provided from that source

7.2 Statutory, Risk and Legal Implications

The following bullet points set out details of significant implications identified by officers:

- Regulations for capital expenditure are set out under Statute. The possibility of capital investment, from these accumulated funds, may ameliorate risks from reducing revenue resources.
- At this stage, there are no proposals with significant risk arising from "pay-back" expectations.

7.3 Equality and Diversity Implications

There are no significant implications within this category.

7.4 Engagement and Consultation Implications

The following bullet point sets out details of significant implications identified by officers:

- Consultation is continuous and ongoing between those parties involved to ensure the most effective use of capital funding.

7.5 Localism and Local Member Involvement

The following bullet point sets out details of significant implications identified by officers:

- Local Members will be engaged where schemes impact on their area and where opportunities for strategic investment arise.

7.6 Public Health Implications

The following bullet point sets out details of significant implications identified by officers:

- Strategic investment in some of the schemes outlined may have potential to improve Public Health outcomes. This includes schemes that encourage active travel through cycling, walking and use of public transport.

| Source Documents | Location |
|-----------------------------------------------------------|-------------------------------------------------------|
| The 2017/18 Business Plan, including the Capital Strategy | https://www.cambrid |

| | |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Capital Planning and Forecast: financial models | geshire.gov.uk/council/finance-and-budget/business-plans/ c/o Group Accountants 1st Floor Octagon Shire Hall Cambridge |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Appendix A

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2018-19 to 2027-28

| Summary of Schemes by Start Date | | | | | Total Cost £000 | Previous Years £000 | 2018-19 £000 | 2019-20 £000 | 2020-21 £000 | 2021-22 £000 | 2022-23 £000 | Later Years £000 | Committee |
|----------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------|--------------------|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------------|-----------|
| Ongoing | | | | | 131,171 | 63,286 | 12,694 | 15,123 | 15,673 | 15,264 | 13,997 | -4,866 | |
| Committed Schemes | | | | | 291,855 | 225,326 | 21,016 | 10,109 | 1,958 | 3,297 | 6,101 | 24,048 | |
| 2018-2019 Starts | | | | | 540 | - | 540 | - | - | - | - | - | |
| TOTAL BUDGET | | | | | 423,566 | 288,612 | 34,250 | 25,232 | 17,631 | 18,561 | 20,098 | 19,182 | |
| Ref | Scheme | Description | Linked Revenue Proposal | Scheme Start | Total Cost £000 | Previous Years £000 | 2018-19 £000 | 2019-20 £000 | 2020-21 £000 | 2021-22 £000 | 2022-23 £000 | Later Years £000 | Committee |
| B/C.01 | Integrated Transport | | | | | | | | | | | | |
| B/C.1.002 | Air Quality Monitoring | Funding towards supporting air quality monitoring work in relation to the road network with local authority partners across the county. | | Ongoing | 115 | - | 23 | 23 | 23 | 23 | 23 | - | |
| B/C.1.009 | Major Scheme Development & Delivery | Resources to support the development and delivery of major schemes. | | Ongoing | 1,000 | - | 200 | 200 | 200 | 200 | 200 | - | |
| B/C.1.011 | Local Infrastructure improvements | Provision of the Local Highway Improvement Initiative across the county, providing accessibility works such as disabled parking bays and provision of improvements to the Public Rights of Way network. | | Ongoing | 3,410 | - | 682 | 682 | 682 | 682 | 682 | - | |
| B/C.1.012 | Safety Schemes | Investment in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes. | | Ongoing | 2,970 | - | 594 | 594 | 594 | 594 | 594 | - | H&CI |
| B/C.1.015 | Strategy and Scheme Development work | Resources to support Transport & Infrastructure strategy and related work across the county, including long term strategies and District and Market Town Transport Strategies, as well as funding towards scheme development work. | | Ongoing | 1,725 | - | 345 | 345 | 345 | 345 | 345 | - | |
| B/C.1.019 | Delivering the Transport Strategy Aims | Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth. | | Ongoing | 6,730 | - | 1,346 | 1,346 | 1,346 | 1,346 | 1,346 | - | |
| | Total - Integrated Transport | | | | 15,950 | - | 3,190 | 3,190 | 3,190 | 3,190 | 3,190 | - | H&CI |
| B/C.02 | Operating the Network | | | | | | | | | | | | |
| B/C.2.001 | Carriageway & Footway Maintenance including Cycle Paths | Allows the highway network throughout the county to be maintained. With the significant backlog of works to our highways well documented, this fund is crucial in ensuring that we are able to maintain our transport links. | | Ongoing | 46,069 | - | 9,918 | 9,415 | 8,912 | 8,912 | 8,912 | - | |
| B/C.2.002 | Rights of Way | Allows improvements to our Rights of Way network which provides an important local link in our transport network for communities. | | Ongoing | 700 | - | 140 | 140 | 140 | 140 | 140 | - | H&CI |

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Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2018-19 to 2027-28

| Ref | Scheme | Description | Linked Revenue Proposal | Scheme Start | Total Cost £000 | Previous Years £000 | 2018-19 £000 | 2019-20 £000 | 2020-21 £000 | 2021-22 £000 | 2022-23 £000 | Later Years £000 | |
|---------------|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------|-----------------|---------------------|---------------|---------------|---------------|---------------|---------------|------------------|------|
| B/C.2.004 | Bridge strengthening | Bridges form a vital part of the transport network. With many structures to maintain across the county it is important that we continue to ensure that the overall transport network can operate and our bridges are maintained. | | Ongoing | 12,820 | - | 2,564 | 2,564 | 2,564 | 2,564 | 2,564 | - | H&CI |
| B/C.2.005 | Traffic Signal Replacement | Traffic signals are a vital part of managing traffic throughout the county. Many signals require to be upgraded to help improve traffic flow and ensure that all road users are able to safely use the transport network. | | Ongoing | 4,250 | - | 850 | 850 | 850 | 850 | 850 | - | H&CI |
| B/C.2.006 | Smarter Travel Management - Integrated Highways Management Centre | The Integrated Highways Management Centre (IHMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed. | | Ongoing | 1,000 | - | 200 | 200 | 200 | 200 | 200 | - | H&CI |
| B/C.2.007 | Smarter Travel Management - Real Time Bus Information | Provision of real time passenger information for the bus network. | | Ongoing | 825 | - | 165 | 165 | 165 | 165 | 165 | - | H&CI |
| | Total - Operating the Network | | | | 65,664 | - | 13,837 | 13,334 | 12,831 | 12,831 | 12,831 | - | |
| B/C.03 | Infrastructure Management & Operations | | | | | | | | | | | | |
| B/C.3.001 | Highways Maintenance (carriageways only from 2015/16 onwards) | This fund allows the Council to increase its investment in the transport network throughout the county. With the significant backlog of works to our transport network well documented, this fund is crucial in ensuring that we reduce the rate of deterioration of our highways. | | Ongoing | 83,200 | 62,932 | 4,300 | 4,300 | 4,300 | 4,300 | 3,068 | - | H&CI |
| B/C.3.012 | Waste – Household Recycling Centre (HRC) Improvements | To deliver Household Recycling Centre (HRC) improvements by acquiring appropriate sites, gaining planning permission, designing and building new or upgraded facilities. A new facility is proposed in the Greater Cambridge area, a site is required to replace the current facility in March and works are required to maintain/upgrade other HRCs in the network. The programme also includes funds to develop the St Neots HRC reuse facility. | | Committed | 8,183 | 455 | 395 | 3,357 | 581 | 395 | 3,000 | - | H&CI |
| B/C.3.101 | Development of Archives Centre premises | Development of fit for purpose premises for Cambridgeshire Archives, to conserve and make available unique historical records of the county as part of an exciting new cultural heritage centre. | | Committed | 5,180 | 2,635 | 2,545 | - | - | - | - | - | H&CI |
| B/C.3.108 | New Community Hub / Library Service Provision Darwin Green | Contribution to the fit -out of new community hub / library facilities in areas of growth in the county. | | 2018-19 | 340 | - | 340 | - | - | - | - | - | H&CI |
| B/C.3.110 | Milton Road Library | Fit out costs for the new Milton Road Library | | 2018-19 | 123 | - | 123 | - | - | - | - | - | H&CI |
| B/C.3.111 | East Barnwell Library | Fit out costs for East Barnwell Road Library | | 2018-19 | 77 | - | 77 | - | - | - | - | - | H&CI |

Appendix A

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2018-19 to 2027-28

| Ref | Scheme | Description | Linked Revenue Proposal | Scheme Start | Total Cost £000 | Previous Years £000 | 2018-19 £000 | 2019-20 £000 | 2020-21 £000 | 2021-22 £000 | 2022-23 £000 | Later Years £000 |
|---------------|-----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------|-----------------|---------------------|--------------|--------------|--------------|--------------|--------------|------------------|
| | Total - Infrastructure Management & Operations | | | | 97,103 | 66,022 | 7,780 | 7,657 | 4,881 | 4,695 | 6,068 | - |
| B/C.04 | Strategy & Development | | | | | | | | | | | |
| B/C.4.001 | Ely Crossing | The project will alleviate traffic congestion on the A142 at the level crossing adjacent to Ely railway station, which will benefit local businesses and residents. The station area is a gateway to the city. Implementation of the bypass option would remove a significant amount of traffic around the station and enhance the gateway area, making the city more attractive to tourists and improve the local environment. | | Committed | 36,000 | 34,923 | 1,077 | - | - | - | - | - E&E |
| B/C.4.006 | Guided Busway | Guided Busway construction contract retention payments. | | Committed | 149,791 | 145,091 | 500 | 3,460 | 370 | 370 | - | - E&E |
| B/C.4.017 | Cambridge Cycling Infrastructure | Cambridge Cycling Infrastructure | | Committed | 5,103 | 3,897 | 1,206 | - | - | - | - | - E&E |
| B/C.4.021 | Abbey - Chesterton Bridge | The Chisolm Trail cycle route scheme is being delivered as part of the City Deal Programme and will link together three centres of employment in the city along a North / South axis, including Addenbrooke's hospital, the CB1 Area and the Science Park. The Abbey - Chesterton Bridge scheme is one element of the trail that is not included within the City Deal scheme. | | Committed | 4,600 | 2,677 | 1,923 | - | - | - | - | - E&E |
| B/C.4.023 | King's Dyke | The level crossing at King's Dyke between Whittlesey and Peterborough has long been a problem for people using the A605. The downtime of the barriers at the crossing causes traffic to queue for significant periods of time and this situation will get worse as rail traffic increases along the Ely to Peterborough railway line in the future. The issue is also made worse during the winter months as the B1040 at North Brink often floods, leading to its closure and therefore increasing traffic use of the A605 across King's Dyke. | | Committed | 13,580 | 6,917 | 6,663 | - | - | - | - | - E&E |
| B/C.4.024 | Soham Station | Proposed new railway station at Soham to support new housing development. | | Committed | 6,700 | 1,241 | - | - | - | 1,500 | 2,000 | 1,959 E&E |

Appendix A

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2018-19 to 2027-28

| Ref | Scheme | Description | Linked Revenue Proposal | Scheme Start | Total Cost £000 | Previous Years £000 | 2018-19 £000 | 2019-20 £000 | 2020-21 £000 | 2021-22 £000 | 2022-23 £000 | Later Years £000 | |
|--------------------------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------|-----------------|---------------------|---------------|---------------|---------------|---------------|---------------|------------------|-----------|
| B/C.4.028 | A14 | Improvement of the A14 between Cambridge and Huntingdon. This is a scheme led by the Highways Agency but in order to secure delivery a local contribution to the total scheme cost, which is in excess of £1bn, is required. The Council element of this local contribution is £25m and it is proposed that it should be paid in equal instalments over a period of 25 years commencing in 2020. | | Committed | 25,200 | 200 | - | - | 1,000 | 1,000 | 1,000 | 22,000 | E&E |
| B/C.4.029 | Energy Efficiency Fund | Establish a funding stream (value £250k per year, for four years) for investment in energy and water efficiency improvement measures in Council buildings. | F/R.5.002 | Ongoing | 1,000 | 354 | 250 | 250 | 146 | - | - | - | E&E |
| Total - Strategy & Development | | | | | 241,974 | 195,300 | 11,619 | 3,710 | 1,516 | 2,870 | 3,000 | 23,959 | |
| B/C.05 | Other Schemes | | | | | | | | | | | | |
| B/C.5.002 | Investment in Connecting Cambridgeshire | Connecting Cambridgeshire is working to ensure businesses, residents and public services can make the most of opportunities offered by a fast-changing digital world. Led by the Council, this ambitious partnership programme is improving Cambridgeshire's broadband | | Committed | 36,290 | 27,290 | 6,000 | 3,000 | - | - | - | - | E&E |
| Total - Other Schemes | | | | | 36,290 | 27,290 | 6,000 | 3,000 | - | - | - | - | |
| B/C.08 | Capital Programme Variation | | | | | | | | | | | | |
| B/C.6.001 | Variation Budget | The Council has decided to include a service allowance for likely Capital Programme slippage, as it can sometimes be difficult to allocate this to individual schemes due to unforeseen circumstances. This budget is continuously under review, taking into account recent trends on slippage on a service by service basis. | | Ongoing | -34,643 | - | -8,883 | -5,951 | -4,794 | -5,057 | -5,092 | -4,866 | E&E, H&CI |
| B/C.6.002 | Capitalisation of Interest Costs | The capitalisation of borrowing costs helps to better reflect the costs of undertaking a capital project. Although this budget is initially held on a service basis, the funding will ultimately be moved to the appropriate schemes once exact figures have been calculated each year. | | Committed | 1,228 | - | 707 | 292 | 7 | 32 | 101 | 89 | E&E, H&CI |
| Total - Capital Programme Variation | | | | | -33,415 | - | -8,176 | -5,659 | -4,787 | -5,025 | -4,991 | -4,777 | |
| TOTAL BUDGET | | | | | 423,566 | 288,612 | 34,250 | 25,232 | 17,631 | 18,561 | 20,098 | 19,182 | |

Appendix A

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2018-19 to 2027-28

| Funding | Total Funding £000 | Previous Years £000 | 2018-19 £000 | 2019-20 £000 | 2020-21 £000 | 2021-22 £000 | 2022-23 £000 | Later Years £000 |
|--------------------------------------------|--------------------------|---------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------------|
| Government Approved Funding | | | | | | | | |
| Department for Transport | 204,524 | 99,958 | 16,778 | 16,108 | 16,686 | 16,668 | 16,664 | 21,662 |
| Specific Grants | 38,240 | 35,288 | 1,952 | - | - | 1,000 | - | - |
| Total - Government Approved Funding | 242,764 | 135,246 | 18,730 | 16,108 | 16,686 | 17,668 | 16,664 | 21,662 |
| Locally Generated Funding | | | | | | | | |
| Agreed Developer Contributions | 26,701 | 18,929 | 4,499 | 3,273 | - | - | - | - |
| Anticipated Developer Contributions | 12,700 | 400 | 200 | 200 | 200 | 1,000 | 1,000 | 9,700 |
| Prudential Borrowing | 110,697 | 106,688 | 7,066 | 5,851 | 945 | -107 | 2,434 | -12,180 |
| Prudential Borrowing (Repayable) | - | 1,698 | -1,298 | -200 | -200 | - | - | - |
| Other Contributions | 30,704 | 25,651 | 5,053 | - | - | - | - | - |
| Total - Locally Generated Funding | 180,802 | 153,366 | 15,520 | 9,124 | 945 | 893 | 3,434 | -2,480 |
| TOTAL FUNDING | 423,566 | 288,612 | 34,250 | 25,232 | 17,631 | 18,561 | 20,098 | 19,182 |

Appendix A

Section 4 - B: Economy, Transport and Environment Services

Table 5: Capital Programme - Funding

Budget Period: 2018-19 to 2027-28

| Summary of Schemes by Start Date | | | | | Total Funding £000 | Grants £000 | Develop. Contr. £000 | Other Contr. £000 | Capital Receipts £000 | Prud. Borr. £000 | Committee |
|----------------------------------|-------------------------------------------------------------------|-------------------------------|--------------------------|-----------------|--------------------------|----------------|----------------------------|-------------------------|-----------------------------|------------------------|-----------|
| Ongoing | | | | | 131,171 | 81,322 | -1,187 | -888 | - | 51,924 | |
| Committed Schemes | | | | | 291,855 | 161,442 | 40,219 | 31,592 | - | 58,602 | |
| 2018-2019 Starts | | | | | 540 | - | 369 | - | - | 171 | |
| TOTAL BUDGET | | | | | 423,566 | 242,764 | 39,401 | 30,704 | - | 110,697 | |
| Ref | Scheme | Linked Revenue Proposal | Net Revenue Impact | Scheme Start | Total Funding £000 | Grants £000 | Develop. Contr. £000 | Other Contr. £000 | Capital Receipts £000 | Prud. Borr. £000 | Committee |
| B/C.01 | Integrated Transport | | | | | | | | | | |
| B/C.1.002 | Air Quality Monitoring | | | - Ongoing | 115 | 115 | - | - | - | - | E&E |
| B/C.1.009 | Major Scheme Development & Delivery | | | - Ongoing | 1,000 | 1,000 | - | - | - | - | E&E |
| B/C.1.011 | Local Infrastructure improvements | | | - Ongoing | 3,410 | 3,410 | - | - | - | - | H&CI |
| B/C.1.012 | Safety Schemes | | | - Ongoing | 2,970 | 2,970 | - | - | - | - | H&CI |
| B/C.1.015 | Strategy and Scheme Development work | | | - Ongoing | 1,725 | 1,725 | - | - | - | - | E&E |
| B/C.1.019 | Delivering the Transport Strategy Aims | | | - Ongoing | 6,730 | 6,730 | - | - | - | - | H&CI |
| | Total - Integrated Transport | | | - | 15,950 | 15,950 | - | - | - | - | |
| B/C.02 | Operating the Network | | | | | | | | | | |
| B/C.2.001 | Carriageway & Footway Maintenance including Cycle Paths | | | - Ongoing | 46,069 | 46,069 | - | - | - | - | H&CI |
| B/C.2.002 | Rights of Way | | | - Ongoing | 700 | 700 | - | - | - | - | H&CI |
| B/C.2.004 | Bridge strengthening | | | - Ongoing | 12,820 | 12,820 | - | - | - | - | H&CI |
| B/C.2.005 | Traffic Signal Replacement | | | - Ongoing | 4,250 | 4,250 | - | - | - | - | H&CI |
| B/C.2.006 | Smarter Travel Management - Integrated Highways Management Centre | | | - Ongoing | 1,000 | 1,000 | - | - | - | - | H&CI |
| B/C.2.007 | Smarter Travel Management - Real Time Bus Information | | | - Ongoing | 825 | 825 | - | - | - | - | H&CI |
| | Total - Operating the Network | | | - | 65,664 | 65,664 | - | - | - | - | |
| B/C.03 | Infrastructure Management & Operations | | | | | | | | | | |
| B/C.3.001 | Highways Maintenance (carriageways only from 2015/16 onwards) | | | - Ongoing | 83,200 | 3,639 | - | - | - | 79,561 | H&CI |
| B/C.3.012 | Waste – Household Recycling Centre (HRC) Improvements | | | - Committed | 8,183 | - | 2,603 | - | - | 5,580 | H&CI |
| B/C.3.101 | Development of Archives Centre premises | | | - Committed | 5,180 | - | - | - | - | 5,180 | H&CI |
| B/C.3.108 | New Community Hub / Library Service Provision Darwin Green | | | - 2018-19 | 340 | - | 299 | - | - | 41 | H&CI |
| B/C.3.110 | Milton Road Library | | | - 2018-19 | 123 | - | 35 | - | - | 88 | H&CI |
| B/C.3.111 | East Barnwell Library | | | - 2018-19 | 77 | - | 35 | - | - | 42 | H&CI |
| | Total - Infrastructure Management & Operations | | | - | 97,103 | 3,639 | 2,972 | - | - | 90,492 | |
| B/C.04 | Strategy & Development | | | | | | | | | | |
| B/C.4.001 | Ely Crossing | | | - Committed | 36,000 | 22,000 | 1,000 | 6,294 | - | 6,706 | E&E |
| B/C.4.006 | Guided Busway | | | - Committed | 149,791 | 94,667 | 29,488 | 9,282 | - | 16,354 | E&E |
| B/C.4.017 | Cambridge Cycling Infrastructure | | | - Committed | 5,103 | - | 5,103 | - | - | - | E&E |
| B/C.4.021 | Abbey - Chesterton Bridge | | | - Committed | 4,600 | 2,025 | 2,025 | 550 | - | - | E&E |

Appendix A

Section 4 - B: Economy, Transport and Environment Services

Table 5: Capital Programme - Funding

Budget Period: 2018-19 to 2027-28

| Ref | Scheme | Linked Revenue Proposal | Net Revenue Impact | Scheme Start | Total Funding £000 | Grants £000 | Develop. Contr. £000 | Other Contr. £000 | Capital Receipts £000 | Prud. Borr. £000 | |
|---------------|--------------------------------------------|-------------------------|--------------------|--------------|--------------------|----------------|----------------------|-------------------|-----------------------|------------------|-----------|
| B/C.4.023 | King's Dyke | | - | Committed | 13,580 | 8,000 | - | 3,500 | - | 2,080 | E&E |
| B/C.4.024 | Soham Station | | - | Committed | 6,700 | 1,000 | - | 741 | - | 4,959 | E&E |
| B/C.4.028 | A14 | | - | Committed | 25,200 | 25,000 | - | 200 | - | - | E&E |
| B/C.4.029 | Energy Efficiency Fund | F/R.5.002 | -550 | Ongoing | 1,000 | - | - | - | - | 1,000 | E&E |
| | Total - Strategy & Development | | -550 | | 241,974 | 152,692 | 37,616 | 20,567 | - | 31,099 | |
| B/C.05 | Other Schemes | | | | | | | | | | |
| B/C.5.002 | Investment in Connecting Cambridgeshire | | - | Committed | 36,290 | 8,750 | - | 11,025 | - | 16,515 | E&E |
| | Total - Other Schemes | | - | | 36,290 | 8,750 | - | 11,025 | - | 16,515 | |
| B/C.08 | Capital Programme Variation | | | | | | | | | | |
| B/C.6.001 | Variation Budget | | - | Ongoing | -34,643 | -3,931 | -1,187 | -888 | - | -28,637 | E&E, H&CI |
| B/C.6.002 | Capitalisation of Interest Costs | | - | Committed | 1,228 | - | - | - | - | 1,228 | E&E, H&CI |
| | Total - Capital Programme Variation | | - | | -33,415 | -3,931 | -1,187 | -888 | - | -27,409 | |
| | TOTAL BUDGET | | | | 423,566 | 242,764 | 39,401 | 30,704 | - | 110,697 | |

Capital Investment Appraisals

Prioritised List of Schemes

| Priority Score (/100) | Class | Service Area | Ref | Title | Total Scheme Cost £000 | Total Prudential Borrowing £000 | Flexibility in Phasing | Alternative Methods of Delivery |
|-----------------------|--------------|--------------|-----------|-------------------------------------------------------------------|------------------------|---------------------------------|------------------------|---------------------------------|
| F | Fully Funded | ETE | B/C.1.002 | Air Quality Monitoring | 115 | - | | - |
| F | Fully Funded | ETE | B/C.1.009 | Major Scheme Development & Delivery | 1,000 | - | | - |
| F | Fully Funded | ETE | B/C.1.011 | Local Highway Improvements (includes Accessibility & New Paths) | 3,410 | - | | - |
| F | Fully Funded | ETE | B/C.1.012 | Safety Schemes | 2,970 | - | | - |
| F | Fully Funded | ETE | B/C.1.015 | Strategy and Scheme Development work | 1,725 | - | | - |
| F | Fully Funded | ETE | B/C.1.019 | Delivering the Transport Strategy Aims | 6,730 | - | | - |
| F | Fully Funded | ETE | B/C.2.001 | Carriageway & Footway Maintenance including Cycle Paths | 46,069 | - | | - |
| F | Fully Funded | ETE | B/C.2.002 | Rights of Way | 700 | - | | - |
| F | Fully Funded | ETE | B/C.2.004 | Bridge strengthening | 12,820 | - | | - |
| F | Fully Funded | ETE | B/C.2.005 | Traffic Signal Replacement | 4,250 | - | | - |
| F | Fully Funded | ETE | B/C.2.006 | Smarter Travel Management - Integrated Highways Management Centre | 1,000 | - | | - |
| F | Fully Funded | ETE | B/C.2.007 | Smarter Travel Management - Real Time Bus Information | 825 | - | | - |
| F | Fully Funded | ETE | B/C.4.021 | Abbey - Chesterton Bridge | 4,600 | - | | - |
| F | Fully Funded | ETE | B/C.4.028 | A14 | 25,200 | - | | - |
| F | Fully Funded | ETE | B/C.6.001 | Variation Budget | -34,643 | -28,637 | | - |
| F | Fully Funded | ETE | B/C.6.002 | Capitalisation of Interest Costs | 1,228 | 1,228 | | - |
| C | Committed | ETE | B/C.3.101 | Development of Archives Centre premises | 5,180 | 5,180 | | |
| C | Committed | ETE | B/C.4.001 | Ely Crossing | 36,000 | 6,706 | | - |
| C | Committed | ETE | B/C.4.006 | Guided Busway | 149,791 | 16,354 | | - |
| C | Committed | ETE | B/C.4.017 | Cambridge Cycling Infrastructure | 5,103 | - | | - |
| C | Committed | ETE | B/C.4.023 | King's Dyke | 13,580 | 2,080 | | - |
| C | Committed | ETE | B/C.4.024 | Soham Station | 6,700 | 4,959 | | - |
| C | Committed | ETE | B/C.5.002 | Investment in Connecting Cambridgeshire | 36,290 | 16,515 | | - |
| 53 | Other | ETE | B/C.3.001 | Highways Maintenance (carriageways only from 2015/16 onwards) | 83,200 | 79,561 | N/A | - N/A |

| Priority Score (/100) | Class | Service Area | Ref | Title | Total Scheme Cost £000 | Total Prudential Borrowing £000 | Flexibility in Phasing | Alternative Methods of Delivery |
|------------------------|----------------|--------------|-----------|-----------------------------------------------------------|------------------------|---------------------------------|------------------------|---------------------------------|
| 44 | Statutory | ETE | B/C.3.012 | Waste - Household Recycling Centre (HRC) Improvements | 8,183 | 5,580 | | - |
| 28 | Other | ETE | B/C.3.111 | East Barnwell Library | 77 | 42 | | - |
| 27 | Other | ETE | B/C.3.108 | New Community Hub/ Library Service Provision Darwin Green | 340 | 41 | | - |
| 25 | Other | ETE | B/C.3.110 | Milton Road Library | 123 | 88 | | - |
| 16 | Invest to Save | ETE | B/C.4.029 | Energy Efficiency Fund | 1,000 | 1,000 | | - |

FINANCE AND PERFORMANCE REPORT – July 2017

To: **Economy and Environment Committee**

Meeting Date: **14th September 2017**

From: **Executive Director, Economy, Transport and Environment
and Chief Finance Officer**

Electoral division(s): **All**

Forward Plan ref: **For key decisions *Key decision:* No**

Purpose: **To present to Economy and Environment Committee the
July 2017 Finance and Performance report for Economy,
Transport and Environment (ETE).**

**The report is presented to provide Committee with an
opportunity to comment on the projected financial and
performance outturn position, as at the end of July 2017.**

Recommendations: **The Committee is asked to:-**

- **review, note and comment upon the report**

| <i>Officer contact:</i> | | <i>Member contacts:</i> | |
|--------------------------------|----------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------------------------------------------------------------|
| Name: | Sarah Heywood | Names: | Cllr Ian Bates / Cllr Wotherspoon |
| Post: | Strategic Finance Manager | Post: | Chairman / Vice Chairman |
| Email: | Sarah.Heywood@Cambridgeshire.gov.uk | Email: | ian.bates@cambridgeshire.gov.uk |
| | | | timothy.wotherspoon@cambridgeshire.gov.uk |
| Tel: | 01223 699714 | Tel: | 01223 706398 |

1. BACKGROUND

- 1.1 The appendix attached provides the financial position for the whole of the ETE Service, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the report, budget lines that relate to the Economy and Environment (E&E) Committee have been shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 The report only contains performance information in relation to indicators that this Committee has responsibility for.

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the ETE Finance and Performance report for July 2017.
- 2.2 **Revenue:** ETE is forecasting a £177K overspend. There is an estimated £1m pressure in Waste (which comes under H&CI Committee) and underspends in Concessionary Fares, estimated to be £400K, are being used to partly offset the Waste pressure.
- 2.3 **Capital:** There are underlying pressures on King's Dyke (as discussed at last Committee) and Ely Southern By-Pass, and these are explained in Appendix 6 of the Finance & Performance Report. At this stage the pressures are being reviewed and, if possible, mitigated, but any residual pressure, once quantified will need to be addressed.
- 2.4 **Performance:** The Finance & Performance Report (Appendix A) provides performance information for the new suite of key indicators for 2017/18. At this stage in the year, we are still reporting 2015/16 information for some indicators. E&E Committee has fourteen **performance indicators** reported to it in 2017-18.
- 2.5 Of these fourteen performance indicators, two are currently red, three are amber, and nine are green. The indicators that are currently red are:
- Local bus journeys originating in the authority area.
 - The average journey time per mile during the morning peak on the most congested routes
- 2.6 At year-end, the current forecast is that one performance indicators will be red – the Local bus journeys originating in the authority area.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1

- Resource Implications –The resource implications are contained within the main body of this report.
- Statutory, Legal and Risk – There are no significant implications within this category.
- Equality and Diversity – There are no significant implications within this category.
- Engagement and Communications – There are no significant implications within this category.
- Localism and Local Member Involvement – There are no significant implications within this category.
- Public Health – There are no significant implications within this category.

SOURCE DOCUMENTS

| Source Documents | Location |
|------------------|----------|
| None | |

Economy, Transport & Environment Services (ETE)**Finance and Performance Report – July 2017 for Economy & Environment Committee****1. SUMMARY****1.1 Finance**

| Previous Status | Category | Target | Current Status | Section Ref. |
|-----------------|------------------------|---------------------------------|----------------|--------------|
| Green | Income and Expenditure | Balanced year end position | Amber | 2 |
| Green | Capital Programme | Remain within overall resources | Green | 3 |

1.2 Performance Indicators – Predicted status at year-end: (see section 4)

| Monthly Indicators | Red | Amber | Green | Total |
|-----------------------------------|-----|-------|-------|-------|
| Current status this month | 2 | 3 | 9 | 14 |
| Year-end prediction (for 2017/18) | 1 | 6 | 7 | 14 |

2. INCOME AND EXPENDITURE**2.1 Overall Position**

| Forecast Variance - Outturn (Previous Month) £000 | Directorate | Current Budget for 2017/18 £000 | Current Variance £000 | Current Variance % | Forecast Variance - Outturn (July) £000 | Forecast Variance - Outturn (July) % |
|---------------------------------------------------|----------------------------------------|---------------------------------|-----------------------|--------------------|-----------------------------------------|--------------------------------------|
| 0 | Executive Director | 227 | 12 | 5 | 0 | 0 |
| +541 | Infrastructure Management & Operations | 58,067 | -1,343 | -10 | +554 | 1 |
| -425 | Strategy & Development | 12,063 | -170 | -5 | -376 | -3 |
| 0 | External Grants | -31,973 | 17 | 0 | 0 | 0 |
| | | | | | | |
| +116 | Total | 38,384 | -1,484 | -9 | +177 | 0 |

The service level budgetary control report for July 2017 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

2.2 Significant Issues**Waste Private Finance Initiative (PFI) Contract**

We are currently forecasting the Waste PFI budget to be around £1.0m overspent.

This is largely due to the current year budget not reflecting current (lower) levels of Mechanical Biological Treatment (MBT) plant performance and lower levels of Third Party Income through the contract. In the past, the budget has been amended through the business planning cycle to reflect such changes and this was not done for this year. This figure is based on an assumption that the MBT will continue to perform largely in-line with 2016/17 performance levels. Going forward, it is expected that there will be in year savings related to street sweepings disposal once the contract terms are agreed and the authority is currently disputing the bills for plastic removed from the MBT and landfilled. Once these items are agreed, they will count towards the savings target set for the waste budget.

The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also potential additional savings that are not accounted for above such as a greater reduction in disposal costs for MBT outputs and various contract savings. Whilst these are currently thought to be less likely to be achieved than the savings detailed above, it is still possible that some of these may be implemented by year end. There are also historic disputes to consider, which are not factored into any of the above.

As a result, there is significant uncertainty in our year end position at present and it is unlikely that there will be a noticeable increase in clarity in this position until October/November.

A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year) or ongoing (which can be brought out in the Business Plan) which can be used to offset the in year pressure in waste. The areas which are predicted to underspend (or achieve additional income) are, Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.

2.3 Additional Income and Grant Budgeted this Period (De minimis reporting limit = £30,000)

There were no items above the de minimis reporting limit recorded in July 2017.

A full list of additional grant income can be found in [appendix 3](#).

2.4 Virements and Transfers to / from Reserves (including Operational Savings Reserve) (De minimis reporting limit = £30,000)

There is one virement recorded in July 2017, this relates to:-

Waste demography approved by GPC 25th July 2017 £170,000

A full list of virements made in the year to date can be found in [appendix 4](#).

3. BALANCE SHEET

3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

3.2 Capital Expenditure and Funding

Expenditure

Department for Transport (DfT) Challenge Fund

A joint bid with Peterborough City Council was made to DfT for the Challenge Fund for £5m. This was to fund schemes costing £6.75m. DfT have now awarded £3.5m requesting that schemes are scaled down. In the original bid Peterborough City Council (PCC) were contributing £0.5m and Cambridgeshire County Council were to contribute £1.25m from the existing £90m Highways maintenance prudential borrowing allocation.

To enable the planned Cambridgeshire work that was bid for to continue, it is requested that an additional £1m prudential borrowing, from the £90m allocation is brought forward. This would take Cambridgeshire's total contribution to £2.25m.

Peterborough have decided not to top up their originally agreed contribution (in order to carry out their full programme of work PCC needed to contribute a further £0.5m), therefore they will be scaling back their work accordingly.

Funding

All other schemes are funded as presented in the 2017/18 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).

4. PERFORMANCE

4.1 Introduction

This report provides performance information for the new suite of key Economy, Transport & Environment (ETE) indicators for 2017/18. At this stage in the year, we are still reporting pre 2017/18 information for some indicators.

New information for red, amber and green indicators is shown by Committee in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. Further information is contained in Appendix 7.

4.2 Red Indicators (new information)

This section covers indicators where 2017/18 targets are not expected to be achieved.

a) Economy & Environment

No new information.

b) ETE Operational Indicators

No new information.

4.3 Amber indicators (new information)

This section covers indicators where there is some uncertainty at this stage as to whether or not year-end targets will be achieved.

a) Economy & Environment

No new information.

b) ETE Operational Indicators

No new information.

4.4 Green Indicators (new information)

The following indicators are currently on-course to achieve year-end targets.

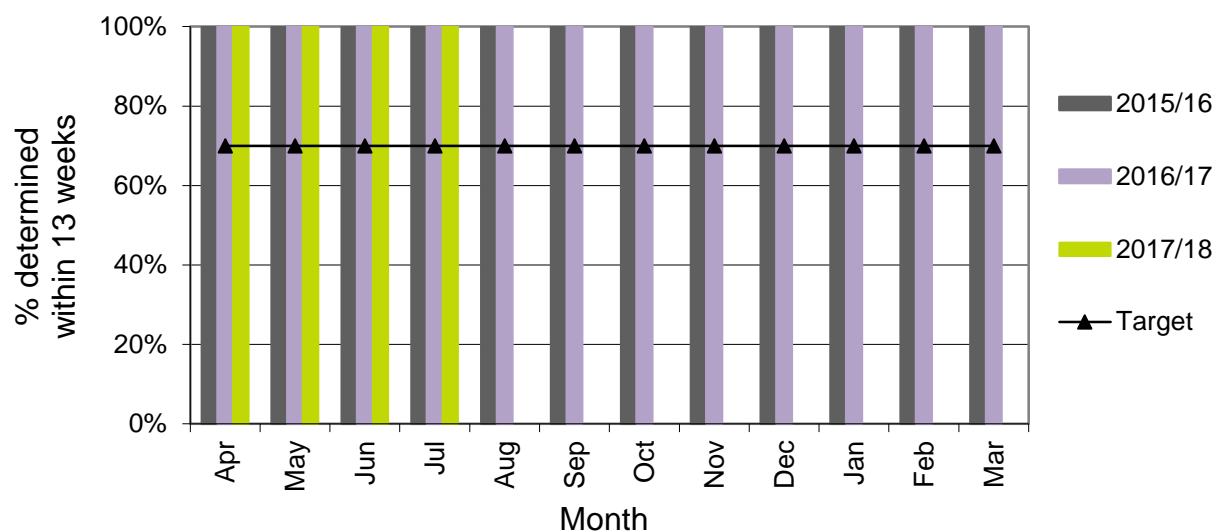
a) Economy & Environment

Planning Applications

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant
6 County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year (April-July).

There were three other application excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments. All were determined on time.

County Council planning applications determined within 13 weeks - year-to-date



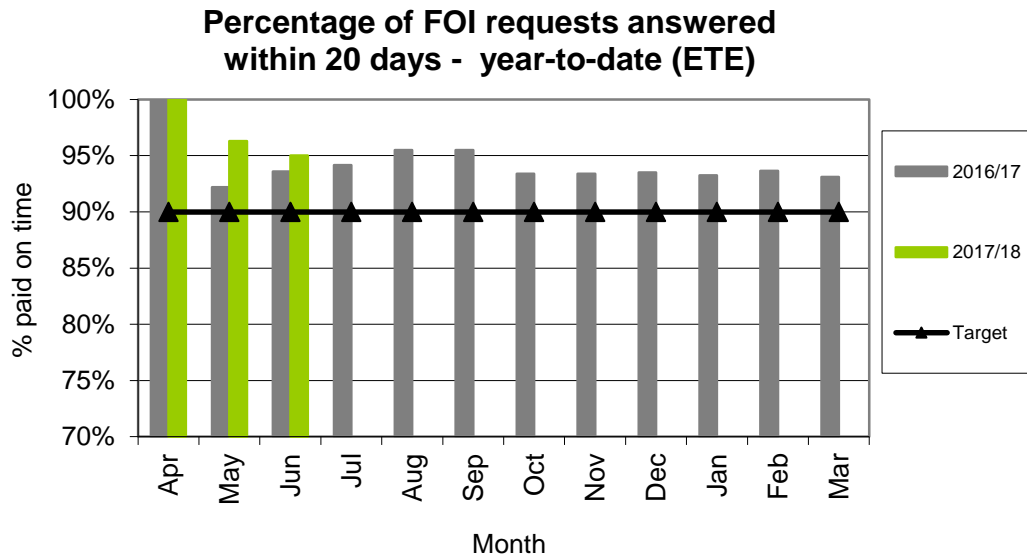
b) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (June 2017)

20 Freedom of Information requests were received during June 2017. Provisional figures show that 95% were responded to on time.

73 Freedom of Information requests were received since April 2017 and 97% of these have been responded to on time. This compares with 95% (out of 77) and 99% (out of 86) for the same period last year and the year before.



Complaints and representations- response rate

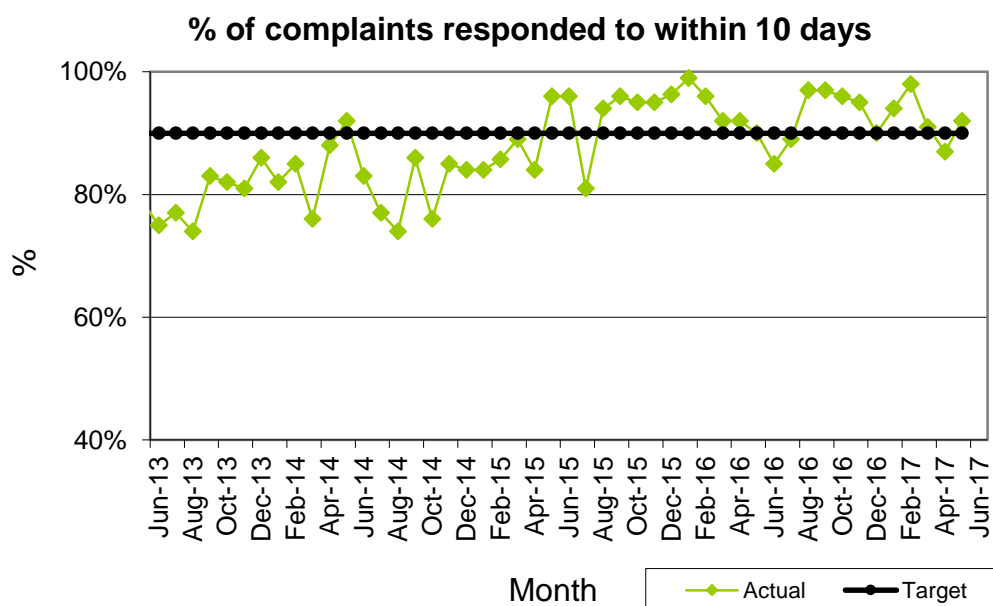
- Percentage of complaints responded to within 10 days (June 2017)

37 complaints were received in June 2017. 100% of these were responded to within 10 working days.

28 complaints were for Infrastructure Management and Operations and all of them, 100%, were responded to on time.

9 complaints were for Strategy and Development and all of them, 100%, were responded to within 10 working days.

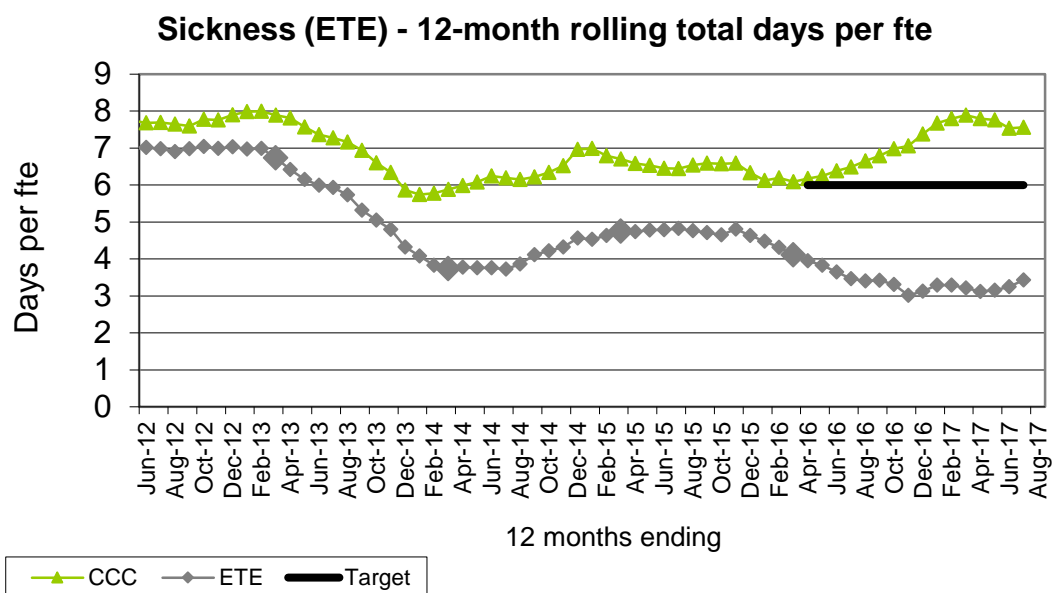
The year-to-date figure is currently 92%.



Staff Sickness

- Economy, Transport and Environment staff sickness per full time equivalent (f.t.e)- 12-month rolling average (to July 2017)

The 12-month rolling average had increased slightly to 3.76 days per full time equivalent (f.t.e) which is below (better than) the 6 day target.



During July the total number of absence days within Economy Transport and Environment was 193 days based of 536 staff (f.t.e) working within the Service. The breakdown of absence shows that 131 days were short-term sickness and 62 days were long-term sickness

4.5 Contextual indicators (new information)

a) Economy & Environment

No new information.

APPENDIX 1 – Service Level Budgetary Control Report

| Forecast Variance - Outturn June | Service | Current Budget for 2017-18 | Expected to end of July | Actual to end of July | Current Variance | | Forecast Variance - Outturn July | |
|-------------------------------------------|------------------------------------------------------------------|----------------------------------|-------------------------------|-----------------------------|---------------------|------------|-------------------------------------------|-----------|
| £'000 | | £'000 | £'000 | £'000 | £'000 | % | £'000 | % |
| | Economy, Transport & Environment Services | | | | | | | |
| +0 | Executive Director | -1,368 | 143 | 155 | +12 | +8 | +0 | +0 |
| +0 | Business Support | 268 | 85 | 85 | -0 | -0 | -0 | -0 |
| 0 | Direct Grants | -21,673 | 0 | 0 | +0 | +0 | 0 | 0 |
| 0 | Total Executive Director | -22,773 | 228 | 240 | +12 | +5 | -0 | +0 |
| | Directorate of Infrastructure Management & Operations | | | | | | | |
| +0 | Director of Infrastructure Management & Operations | 144 | 48 | 42 | -6 | -13 | +0 | +0 |
| +1,000 | Waste Disposal including PFI | 34,080 | 7,746 | 6,652 | -1,094 | -14 | +1,000 | +3 |
| | Highways | | | | | | | |
| +0 | - Road Safety | 332 | 121 | 125 | +4 | +3 | +2 | +1 |
| -102 | - Traffic Management | 1,384 | 568 | 465 | -103 | -18 | -115 | -8 |
| +0 | - Highways Maintenance | 6,636 | 1,591 | 1,985 | +394 | +25 | +0 | +0 |
| +69 | - Permitting | -1,333 | -60 | -23 | +38 | -63 | +49 | -4 |
| +0 | - Winter Maintenance | 1,975 | 127 | 102 | -25 | +0 | +0 | +0 |
| -240 | - Parking Enforcement | 0 | -402 | -785 | -383 | +95 | -240 | +0 |
| -100 | - Street Lighting | 9,505 | 2,207 | 2,012 | -196 | -9 | -100 | -1 |
| +45 | - Asset Management | 533 | 321 | 327 | +6 | +2 | +46 | +9 |
| -201 | - Highways other | 588 | -3 | 4 | +7 | -223 | -201 | -34 |
| +0 | Trading Standards | 706 | 183 | 173 | -9 | -5 | +0 | +0 |
| | Community & Cultural Services | | | | | | | |
| -13 | - Libraries | 2,930 | 1,055 | 980 | -74 | -7 | +0 | +0 |
| +6 | - Archives | 347 | 123 | 107 | -16 | -13 | +7 | +2 |
| +0 | - Registrars | -541 | -175 | -87 | +89 | -51 | +20 | -4 |
| +78 | - Coroners | 780 | 234 | 261 | +27 | +12 | +87 | +11 |
| 0 | Direct Grants | -6,555 | -1,639 | -1,639 | 0 | +0 | 0 | 20 |
| +541 | Total Infrastructure Management & Operations | 51,512 | 12,043 | 10,701 | -1,343 | -11 | +554 | +1 |
| | Directorate of Strategy & Development | | | | | | | |
| +0 | Director of Strategy & Development | 142 | 47 | 44 | -3 | -6 | +0 | +0 |
| +0 | Transport & Infrastructure Policy & Funding | 97 | 32 | 127 | +95 | +295 | 0 | +0 |
| | Growth & Economy | | | | | | | |
| -22 | - Growth & Development | 549 | 184 | 128 | -56 | -30 | -33 | -6 |
| -42 | - County Planning, Minerals & Waste | 304 | 51 | -67 | -119 | -231 | -0 | -0 |
| +0 | - Historic Environment | 53 | 63 | 91 | +29 | +46 | +0 | +0 |
| -0 | - Flood Risk Management | 344 | 72 | 64 | -7 | -10 | +6 | +2 |
| +0 | - Highways Development Management | 0 | 191 | 215 | +24 | +13 | +0 | +0 |
| +1 | - Growth & Economy other | 165 | 93 | 120 | +27 | +29 | +1 | +0 |
| +0 | Major Infrastructure Delivery | 0 | 224 | 200 | -23 | -10 | +0 | +0 |
| | Passenger Transport | | | | | | | |
| +38 | - Park & Ride | 193 | 683 | 731 | +49 | +7 | +38 | +20 |
| -400 | - Concessionary Fares | 5,393 | 1,335 | 1,114 | -221 | -17 | -400 | -7 |
| -0 | - Passenger Transport other | 2,224 | 464 | 526 | +62 | +13 | +12 | +1 |
| | Adult Learning & Skills | | | | | | | |
| +0 | - Adult Learning & Skills | 2,598 | 893 | 848 | -45 | -5 | +0 | +0 |
| +0 | - Learning Centres | 0 | 0 | 19 | +19 | +0 | +0 | +0 |
| 0 | Direct Grants | -2,418 | -889 | -872 | 17 | +0 | 0 | 0 |
| -425 | Total Strategy & Development | 9,645 | 3,443 | 3,290 | -153 | -4 | -376 | -4 |
| 116 | Total Economy, Transport & Environment Services | 38,384 | 15,715 | 14,231 | -1,484 | -9 | +177 | +0 |
| | MEMORANDUM | | | | | | | |
| £'000 | Grant Funding | £'000 | £'000 | £'000 | £'000 | % | £'000 | % |
| 0 | - Combined Authority funding | -21,673 | 0 | 0 | +0 | +0 | +0 | +0 |
| 0 | - Street Lighting - PFI Grant | -3,944 | -986 | -986 | +0 | +0 | +0 | +0 |
| 0 | - Waste - PFI Grant | -2,611 | -653 | -653 | +0 | +0 | +0 | +0 |
| 0 | - Adult Learning & Skills | -2,418 | -889 | -872 | +17 | +0 | +0 | +0 |
| +0 | Grant Funding Total | -30,646 | -2,528 | -2,511 | 17 | 0 | 0 | +0 |

APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

| Service | Current Budget for 2017/18 £'000 | Current Variance | | Variance | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------|-----|----------|----|
| | | £'000 | % | £'000 | % |
| Waste Disposal incl PFI | 34,080 | -1,094 | -14 | +1,000 | +3 |
| <p>We are currently forecasting the Waste PFI budget to be around £1.0m overspent. This is largely due to the current year budget not reflecting current (lower) levels of Mechanical Biological Treatment (MBT) plant performance and lower levels of Third Party Income through the contract. In the past, the budget has been amended through the business planning cycle to reflect such changes and this was not done for this year. This figure is based on an assumption that the MBT will continue to perform largely in-line with 2016/17 performance levels. Going forward, it is expected that there will be in year savings related to street sweepings disposal once the contract terms are agreed and the authority is currently disputing the bills for plastic removed from the MBT and landfilled. Once these items are agreed, they will count towards the savings target set for the waste budget.</p> <p>The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also potential additional savings that are not accounted for above such as a greater reduction in disposal costs for MBT outputs and various contract savings. Whilst these are currently thought to be less likely to be achieved than the savings detailed above, it is still possible that some of these may be implemented by year end. There are also historic disputes to consider, which are not factored into any of the above.</p> <p>As a result, there is significant uncertainty in our year end position at present and it is unlikely that there will be a noticeable increase in clarity in this position until October/November.</p> <p>A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year) or ongoing (which can be brought out in the Business Plan) which can be used to offset the in year pressure in waste. The areas which are predicted to underspend (or achieve additional income) are, Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.</p> | | | | | |
| Traffic Management | 1,384 | -103 | -18 | -115 | -8 |
| <p>The signals budget is expected to underspend by £100k mainly due to savings from a new contract and savings on energy. There is also expected to be an increase in income of £15k for Temporary Traffic Regulation Orders (TTRO). This underspend will be used to help cover the pressure on the Waste budget.</p> | | | | | |
| Parking Enforcement | 0 | -383 | +95 | -240 | 0 |
| <p>Income from City centre access cameras is currently ahead of budget, due to new cameras but the level of income is not expected to continue as drivers get used to the new restrictions.</p> | | | | | |

| | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------|------|------|-----|
| Street Lighting | 9,505 | -196 | -9 | -100 | -1 |
| Savings are expected from the PFI contract and further energy savings than were budgeted. This underspend will be used to help cover the pressure on the Waste budget. | | | | | |
| Highways other | 588 | +7 | -223 | -201 | -34 |
| Additional Highways income that has been achieved would normally be re-invested in preventative maintenance work but until the spend on the Waste budget is clearer, this funding will be held to cover the pressure on the Waste budget. | | | | | |
| Coroners | 780 | +27 | +12 | +87 | +11 |
| Costs in this area has increased partly due to more people dying and also an increase in costs relating to Assistant Coroners. | | | | | |
| County Planning Minerals & Waste | 304 | -119 | -231 | 0 | 0 |
| Current underspend relates to an increase in income due to an unbudgeted large planning application fee. The remainder of the underspend is due to the difficulty in filling a technical vacancy. | | | | | |
| Concessionary Fares | 5,393 | -221 | -17 | -400 | -7 |
| The projected underspend is based on the final spend in the last financial year and currently the initial indications are that this level of underspend will be achieved this year. This underspend will be used to help cover the pressure on the Waste budget. | | | | | |

APPENDIX 3 – Grant Income Analysis

The table below outlines the additional grant income, which is not built into base budgets.

| Grant | Awarding Body | Expected Amount £'000 |
|-----------------------------------------------|----------------------|----------------------------------|
| Grants as per Business Plan | Various | 32,051 |
| Waste PFI Grant | | -80 |
| Reduction to match Combined authority levy | | -1,327 |
| Non-material grants (+/- £30k) | | +2 |
| Total Grants 2017/18 | | 30,646 |

APPENDIX 4 – Virements and Budget Reconciliation

| | £'000 | Notes |
|---------------------------------------------------------------|---------------|-------|
| Budget as per Business Plan | 38,682 | |
| Apprenticeship Levy | 61 | |
| Implementation of the Corporate Capacity Review | -698 | |
| Allocation of Waste inflation | 200 | |
| Waste – allocation of demand funding to cover increased costs | 170 | |
| | | |
| Non-material virements (+/- £30k) | -31 | |
| Current Budget 2017/18 | 38,384 | |

APPENDIX 5 – Reserve Schedule

| Fund Description | Balance at 31st March 2017 | Movement within Year | Balance at 31st July 2017 | Yearend Forecast Balance | Notes |
|------------------------------------------------------|----------------------------|----------------------|---------------------------|--------------------------|-----------------------------------------------------|
| £'000 | £'000 | £'000 | £'000 | £'000 | |
| General Reserve | | | | | |
| Service carry-forward | 2,229 | (2,229) | 0 | 0 | To be transferred to central reserve |
| Sub total | 2,229 | (2,229) | 0 | 0 | |
| Equipment Reserves | | | | | |
| Libraries - Vehicle replacement Fund | 218 | 0 | 218 | 218 | |
| Sub total | 218 | 0 | 218 | 218 | |
| Other Earmarked Funds | | | | | |
| Deflectograph Consortium | 57 | 0 | 57 | 57 | Partnership accounts, not solely CCC |
| Highways Searches | 55 | 0 | 55 | 0 | |
| On Street Parking | 2,286 | 0 | 2,286 | 2,000 | |
| Bus route enforcement | 117 | 0 | 117 | 0 | |
| Streetworks Permit scheme | 98 | 0 | 98 | 0 | |
| Highways Commuted Sums | 620 | (29) | 590 | 620 | |
| Asset Information records | 0 | 45 | 45 | 0 | |
| Streetlighting - LED replacement | 0 | 200 | 200 | 0 | |
| Community Transport | 0 | 562 | 562 | 562 | |
| Guided Busway Liquidated Damages | 1,523 | 0 | 1,523 | 300 | |
| Waste and Minerals Local Development Fra | 59 | 0 | 59 | 59 | This is being used to meet legal costs if required. |
| Strategic Transport Corridor Feasibility Studies | 0 | 200 | 200 | 0 | |
| Flood Risk funding | 0 | 42 | 42 | 0 | |
| Proceeds of Crime | 356 | 0 | 356 | 356 | |
| Waste - Recycle for Cambridge & Peterborough (RECAP) | 291 | 0 | 291 | 250 | Partnership accounts, not solely CCC |
| Fens Workshops | 61 | 0 | 61 | 61 | Partnership accounts, not solely CCC |
| Travel to Work | 211 | 0 | 211 | 211 | Partnership accounts, not solely CCC |
| Steer- Travel Plan+ | 72 | 0 | 72 | 72 | |
| Northstowe Trust | 101 | 0 | 101 | 101 | |
| Archives Service Development | 234 | 0 | 234 | 234 | |
| Other earmarked reserves under £30k - IMO | 36 | 1 | 36 | 0 | |
| Other earmarked reserves under £30k - S&D | (174) | (1) | (175) | 0 | |
| Sub total | 6,003 | 1,019 | 7,022 | 4,883 | |
| Short Term Provision | | | | | |
| Mobilising Local Energy Investment (MLEI) | 669 | 0 | 669 | 0 | |
| Sub total | 669 | 0 | 669 | 0 | |
| Capital Reserves | | | | | |
| Government Grants - Local Transport Plan | 0 | 21,860 | 21,860 | 0 | Account used for all of ETE |
| Government Grants - S&D | 786 | 13,698 | 14,484 | 0 | |
| Government Grants - IMO | 0 | 0 | 0 | 0 | |
| Other Capital Funding - S&D | 5,788 | (2,690) | 3,098 | 5,000 | |
| Other Capital Funding - IMO | 699 | 40 | 739 | 200 | |
| Sub total | 7,274 | 32,907 | 40,181 | 5,200 | |
| TOTAL | 16,393 | 31,697 | 48,091 | 10,301 | |

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

| 2017/18 | | | | | | TOTAL SCHEME | |
|--------------------------------------------|-----------------------------------------------------|-------------------------------------|------------------------|------------------------------------------|---------------------------------------------|--------------------------------------|-----------------------------------------|
| Original 2017/18 Budget as per BP | Scheme | Revised Budget for 2017/18 | Actual Spend (July) | Forecast Spend - Outturn (July) | Forecast Variance - Outturn (July) | Total Scheme Revised Budget | Total Scheme Forecast Variance |
| £'000 | | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 |
| | Integrated Transport | | | | | | |
| 200 | - Major Scheme Development & Delivery | 200 | 55 | 200 | 0 | 200 | 0 |
| 682 | - Local Infrastructure Improvements | 863 | 352 | 862 | -1 | 863 | 0 |
| 594 | - Safety Schemes | 594 | -40 | 594 | 0 | 594 | 0 |
| 345 | - Strategy and Scheme Development work | 380 | 69 | 380 | 0 | 345 | 0 |
| 2,362 | - Delivering the Transport Strategy Aims | 4,178 | 512 | 4,178 | 0 | 4,178 | 0 |
| 23 | - Air Quality Monitoring | 23 | 0 | 23 | 0 | 23 | 0 |
| 14,516 | Operating the Network | 16,409 | 4,866 | 16,304 | -105 | 16,409 | 0 |
| | Infrastructure Management & Operations Schemes | | | | | | |
| 6,269 | - £90m Highways Maintenance schemes | 4,750 | 657 | 4,750 | 0 | 90,000 | 0 |
| 0 | - Pothole grant funding | 1,155 | 117 | 1,155 | 0 | 1,155 | 0 |
| 395 | - Waste Infrastructure | 395 | 0 | 395 | 0 | 5,120 | 0 |
| 2,060 | - Archives Centre / Ely Hub | 1,975 | 1 | 1,975 | 0 | 5,180 | 0 |
| 284 | - Community & Cultural Services | 592 | 0 | 592 | 0 | 1,540 | 0 |
| 0 | - Street Lighting | 736 | 0 | 736 | 0 | 736 | 0 |
| 0 | - National Productivity Fund | 2,890 | 2 | 2,890 | 0 | 2,890 | 0 |
| 0 | - Challenge Fund | 6,250 | 0 | 6,250 | 0 | 6,250 | 0 |
| | Strategy & Development Schemes | | | | | | |
| 4,370 | - Cycling Schemes | 4,852 | 703 | 4,852 | 0 | 17,598 | 0 |
| 850 | - Huntingdon - West of Town Centre Link Road | 1,510 | 2 | 1,510 | 0 | 9,116 | 0 |
| 25,000 | - Ely Crossing | 25,891 | 3,437 | 25,891 | 0 | 36,000 | 0 |
| 0 | - Chesterton Busway | 0 | 251 | 0 | 0 | 0 | 0 |
| 1,370 | - Guided Busway | 1,200 | 219 | 1,200 | 0 | 148,886 | 0 |
| 11,667 | - King's Dyke | 6,000 | 103 | 6,000 | 0 | 13,580 | 0 |
| 0 | - Wisbech Access Strategy | 170 | 167 | 170 | 0 | 1,000 | 0 |
| 1,000 | - Scheme Development for Highways Initiatives | 1,000 | 0 | 1,000 | 0 | 0 | 0 |
| 100 | - A14 | 142 | 68 | 142 | 0 | 25,200 | 0 |
| 250 | - Energy Efficiency Fund | 250 | 38 | 250 | 0 | 1,000 | 0 |
| 0 | - Soham Station | 500 | 9 | 500 | 0 | 6,700 | 0 |
| | Other Schemes | | | | | | |
| 3,590 | - Connecting Cambridgeshire | 4,217 | 1 | 4,217 | 0 | 36,290 | 0 |
| 0 | - Other Schemes | 200 | 200 | 200 | 0 | 200 | 0 |
| 75,927 | | 87,322 | 11,789 | 87,216 | -106 | 431,053 | 0 |
| -9,664 | Capital Programme variations | -14,742 | | -14,733 | 9 | | |
| 66,263 | Total including Capital Programme variations | 72,580 | 11,789 | 72,483 | -97 | | |

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2016/17 financial year. The phasing of a number of schemes has been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke. This still needs to be agreed by GPC.

Three additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund and the Challenge Fund.

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these

are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

King's Dyke

Negotiations with land owners are nearly complete. The initial estimates are higher than originally reported as the land owners have demonstrated greater value arising from future development opportunities. The land negotiations are still in the final stages of negotiation, therefore the cost is still confidential at this point

The tender process for design and construction is complete, the outcome of which was reported to the 10th August 2017 Economy and Environment Committee. It was resolved unanimously to approve the award of the Design and Construction contract to the preferred bidder. The contractor leading the design process in stage 1 will formulate a more robust construction target price prior to award of stage 2. Stage 1 will afford the opportunity to undertake more detailed value engineering reviews to assess where it is possible to reduce the cost of the scheme. A break clause in the contract at the end of stage 1 provides the opportunity to review the cost and risk before proceeding with construction.

The current business plan shows an allocation of £13.6m based on early estimates. It was previously reported to E and E committee that the estimated cost including optimism bias could increase and an upper possible figure of £16.9m was indicated.

Tenderers have identified higher costs and risks in delivering the project. These relate to ground stabilisation requirements where the route runs close to the disused clay extraction pit. Prices are also heavily influenced by the availability of fill materials for the embankments, construction difficulties posed by ground conditions and the interface with Network Rail and statutory undertakers. Until award is approved and the successful tenderer notified, the details of the contractor's cost are confidential at this stage. An estimated evaluation will be based upon the preferred bidder's prices together with costs that fall directly to the County Council, including land values. Once the contract for the design is let, officers will work with the contractor to value engineer the scheme if possible to ensure any cost increases over the current budget are minimised. Should additional funding be required, this will be reported back to the Economy and Environment Committee and GPC.

Ely Southern By Pass.

The construction target cost for the contract has been developed and has emerged at £27.4m. This was an increase from the construction estimate at tender stage, resulting from a number of factors, the most significant being the high risk complex structural design construction requirements and the cost of the piled foundations, which increased in size significantly. However, this cost remained well within the Benefit Cost Ratio range agreed with the DfT for allocation of the £16m Growth Deal and within the estimated budget of £36m.

At the award of stage 2, it was highlighted to the Project Board and the Chair and Vice Chair of the E and E Committee along with Executive Director, that the target price, whilst within budget, would use any contingency or risk allowance. It was highlighted that as a high

risk scheme in difficult site conditions, it would be likely that additional funding would be required which could fall into the 10-20% category. It was determined that further funding would be sought at an appropriate time, when there would be greater clarity on cost.

Key risks have been identified and highlighted throughout the project. These include; Network Rail approvals, diversion of statutory undertakers' plant, poor and variable ground conditions, Environment Agency agreement and approvals, other third party agreements, (e.g. land costs and accommodation works), temporary work and site access. As the scheme progresses and work below ground is completed the risk of further increases should reduce.

Of these risks the most significant that has materialised, is the diversion of a 33kV power supply, at the site of the western abutment of the railway bridge. This needs to be diverted underground, beneath the railway, and away from the abutment before this part of bridge construction can start. Design and approval of the diversion by UKPN and Network Rail has taken significantly longer than expected, and is currently likely to lead to an overall 13 week delay to the Planned Completion date. This will mean that the road opening is likely to be delayed from Spring until Summer 2018. The additional cost associated with this is £1.6m. The outage date, where the existing overhead line will be switched off and the diversion powered up, has been booked by UKPN, to be completed 19th/20th August. (NOTE – this was completed as planned).

Work is underway to provide a revised outturn forecast to take account of this delay and the other risks outlined above. and this will be reported in the Finance and Performance report to the E and E Committee later in the year.

Capital Funding

| 2017/18 | | | | |
|--------------------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------|
| Original 2017/18 Funding Allocation as per BP £'000 | Source of Funding | Revised Funding for 2017/18 £'000 | Forecast Spend - Outturn (July) £'000 | Forecast Funding Variance - Outturn (July) £'000 |
| 17,991 | Local Transport Plan | 18,150 | 18,044 | -106 |
| 2,483 | Other DfT Grant funding | 22,135 | 22,135 | 0 |
| 19,231 | Other Grants | 10,367 | 10,367 | 0 |
| 4,827 | Developer Contributions | 5,617 | 5,617 | 0 |
| 18,992 | Prudential Borrowing | 20,941 | 20,941 | 0 |
| 12,403 | Other Contributions | 10,112 | 10,112 | 0 |
| 75,927 | | 87,322 | 87,216 | -106 |
| -9,664 | Capital Programme variations | -14,742 | -14,636 | 106 |
| 66,263 | Total including Capital Programme variations | 72,580 | 72,580 | 0 |

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as

underspending at the end of the 2016/17 financial year. The phasing of a number of schemes have been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke.

Three additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund and Challenge Fund.

| Funding | Amount (£m) | Reason for Change |
|----------------------------------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rolled Forward Funding | 6.0 | This reflects slippage or rephasing of the 2016/17 capital programme to be delivered in 2017/18 which will be reported in July 17 for approval by the General Purposes Committee (GPC) |
| Additional / Reduction in Funding (Specific Grant) | -9.0 | Rephasing of grant funding for King's Dyke (-£1.0m), costs to be incurred in 2018/19. Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (-£8.3m) |
| Revised Phasing (Section 106 & CIL) | -0.8 | Revised phasing of Guided Busway spend and receipt of developer contributions. |
| Revised Phasing (Other Contributions) | -3.2 | Revised phasing of King's Dyke spend |
| Additional Funding / Revised Phasing (DfT Grant) | 15.1 | New Grant funding – National Productivity Fund (£2.9m), Pothole Action Fund (£1.2m), and Challenge Fund (£3.5m). Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (£11.3m) |
| Additional / Reduction in Funding (Prudential borrowing) | -3.2 | Rephasing of grant funding for Ely Crossing reduced the requirement for borrowing (-£3.0m) |

APPENDIX 7 – Performance (RAG Rating – Green (G) Amber (A) Red (R))

a) Economy & Environment

| Frequency | Measure | What is good? | Dir'n of travel | Latest Data | | 2017/18 Target | Current status | Year-end prediction | Comments |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------|---------------|-----------------|-------------------------------|--------|----------------|----------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Period | Actual | | | | |
| Adult Learning & Skills | | | | | | | | | |
| Monthly | Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |
| | The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work | High | ↑ | To 30-Jun-2017 | 1,751 | 2,200 | A | A | Figures to the end of June show that there are currently 1751 learners taking courses in the most deprived wards. This figures are expected to increase during the year as partners run multiple short courses and the data is received. A targeted programme has started, focusing on increasing the participation in these deprived areas. The number of people completing courses will not be recorded until the end of the academic year. The target of 2,200 is end-of-year. |
| Quarterly | Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |
| | The number of people starting as apprentices | High | ↑ | 2016/17 academic year to date | 1,420 | 4,574 | G | G | Final figures for the number of people starting as apprentices during 2015/16 is 4,430, compared with 4,200 during 2014/15 - an increase of 5%. This means that the 2015/16 target of 4,158 was achieved. Provisional figures for the number of people starting as apprentices during the first quarter of 2016/17 is 1,420, compared with 1,300 for the same quarter in 2015/16 - an increase of 9%. This means that the 2016/17 target of 4,574 is on track to be achieved. |
| Connecting Cambridgeshire | | | | | | | | | |
| Quarterly | Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |

| Frequency | Measure | What is good? | Dir'n of travel | Latest Data | | 2017/18 Target | Current status | Year-end prediction | Comments |
|----------------------|-------------------------------------------------------------------------------------------------------------|---------------|-----------------|---------------------------------------------|---------------------------------------------------------------------------|------------------------------------------------------------------------------------|----------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Period | Actual | | | | |
| | % of premises in Cambridgeshire with access to at least superfast broadband | High | N/A | New indicator for 2016/17 To 31-Dec-2015 | 92.6% | 95.2% by June 2017 | G | G | The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017. The formal programme update is not available until July but national comparison sites indicate that superfast broadband coverage in Cambridgeshire is currently 94.8%. |
| | % of take-up in the intervention area as part of the superfast broadband rollout programme | High | N/A | New indicator for 2016/17 To 30-Jun-2017 | 44.27% | Contextual | | | Figures to the end of April 2017 show that the average take-up in the intervention area has increased from 35.6% in June 2016 to 44.27% |
| Economic Development | | | | | | | | | |
| Quarterly | Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |
| | % of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average | High | ↑ | To 31-Dec-2016 | 78.5% | 80.9% to 81.5% | A | A | <p>The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).</p> <p>The 12-month rolling average is 78.5%, which although it has increased slightly from the last quarterly rolling average, is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.0% and the Eastern regional figure of 76.8%.</p> <p>11.8% of employed 16-64 year old Cambridgeshire residents are self-employed and 66.7% are employees.</p> <p>Due to economic uncertainty the target remains challenging.</p> |
| | 'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others | Low | ↓ | Nov 2016 | Gap of 6.0 percentage points Most deprived areas (Top 10%) = 10.8% | Gap of <=6.0 percentage points Most deprived areas (Top 10%) Actual <=11.5% | G | A | <p>The 2016/17 target of <=11.5% is for the most deprived areas (top 10%).</p> <p>Latest figures published by the Department for Work and Pensions show that, in August 2016, 10.8% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits.</p> |

| Frequency | Measure | What is good? | Dir'n of travel | Latest Data | | 2017/18 Target | Current status | Year-end prediction | Comments |
|---------------------|-------------------------------------------------------------------------------------------------------------|---------------|-----------------|----------------|----------------------|----------------|----------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Period | Actual | | | | |
| | | | | | Others = 4.8% | | | | <p>compared with 4.8% of those living elsewhere in Cambridgeshire.</p> <p>The gap of 6.0 percentage points is lower than the last quarter and is currently achieving the target of <=6.5 percentage points.</p> |
| Yearly | Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |
| | Additional jobs created | High | ↓ | To 30-Sep-2015 | +6,300 (provisional) | +3,500 | G | A | <p>The latest provisional figures from the Business Register and Employment Survey (BRES) show that 6,300 additional jobs were created between September 2014 and September 2015 compared with an increase of 16,200 for the same period in the previous year. This means that the 2015/16 target of +3,500 additional jobs has been achieved.</p> <p>This information has recently been published by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.</p> |
| Passenger Transport | | | | | | | | | |
| Monthly | Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |
| | Guided Busway passengers per month | High | ↑ | May-2017 | 331,395 | Contextual | | | <p>The Guided Busway carried 331,395 passengers in May. There have now been over 19.6 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.84 million.</p> |
| Yearly | Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |

| Frequency | Measure | What is good? | Dir'n of travel | Latest Data | | 2017/18 Target | Current status | Year-end prediction | Comments |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------------|-------------|----------------------|----------------|----------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Period | Actual | | | | |
| | Local bus passenger journeys originating in the authority area | High | ↓ | 2015/16 | Approx. 18.9 million | 19 million | R | R | <p>There were approximately 18.5 million bus passenger journeys originating in Cambridgeshire in 2015/16, representing a decrease of 400,000 compared with 2014/15.</p> <p>The drop in performance is part of a national trend which the Department of Transport (DfT) have reported as a 2.1% decline in England, outside of London, for 2015/16. There is a chance of growth in the future through the City Deal, but equally these could be offset by cuts through budget reduction. These two changes are unlikely to take effect until 2017/18 so it is unlikely that the 2016/17 target of 19 million bus passenger journeys will be achieved.</p> |
| Planning applications | | | | | | | | | |
| Monthly | Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |
| | The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant | High | ↔ | July-2017 | 100% | 100% | G | G | <p>6 County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year.</p> <p>There were three other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). All applications were determined on time.</p> |
| Traffic and Travel | | | | | | | | | |
| Yearly | Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |
| | Growth in cycling from a 2004/05 average baseline | High | ↑ | 2015 | 62.5% increase | 70% increase | G | G | There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015. |

| Frequency | Measure | What is good? | Dir'n of travel | Latest Data | | 2017/18 Target | Current status | Year-end prediction | Comments |
|-----------|----------------------------------------------------------------------------------------------------|---------------|-----------------|-------------|------------------------------------------------------|-----------------|----------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Period | Actual | | | | |
| | | | | | | | | | Overall growth from the 2004-2005 average baseline is 62.5 percent. which is better than the Council's target of 46%. |
| | % of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others | High | ↑ | Oct 2014 | Fenland = 81.1% Other excluding Cambridge = 89.4% | Fenland = 86.3% | A | A | <p>Latest figures published by the Department for Transport show that in 2014/15, 81.1% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2013/14, which is disappointing, although, because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant.</p> <p>Excluding Cambridge, the latest figure for the rest of the County is 89.4%. The gap of 8.3 percentage points is only slightly less than the 2012/13 baseline gap of 8.7 percentage points.</p> <p>A large number of schemes have been undertaken across most parishes in Fenland to further promote cycling and walking including new cycle routes, new footways, large maintenance schemes, general improvements and whole town centre redesigns.</p> <p>During 2015/2016 Cambridgeshire was awarded funding from the Government for a project in Wisbech from the Local Sustainable Transport Fund (LSTF). The project included Sustrans undertaking cycling work with schools and the County Council Travel to Work Unit working with employers in Wisbech to encourage more sustainable travel for commuting.</p> <p>In addition to this, the Cycling Projects team regularly work with Fenland District Council and their Transport team to undertake surveys and audits with the Transport Strategy Team</p> |

| Frequency | Measure | What is good? | Dir'n of travel | Latest Data | | 2017/18 Target | Current status | Year-end prediction | Comments |
|-----------|-------------------------------------------------------------------------------------------------------------|---------------|-----------------|----------------------|----------------------|----------------|----------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Period | Actual | | | | |
| | | | | | | | | | helping to determine some of the improvement schemes. |
| Yearly | Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents | | | | | | | | |
| | The average journey time per mile during the morning peak on the most congested routes | Low | ↓ | Sep 2015 to Aug 2016 | 4 minutes 52 seconds | 4 minutes | R | A | <p>At 4.52 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is better than the previous year's figure of 4.87 minutes.</p> <p>The target for 2017/18 is to reduce this to 4 minutes per mile.</p> |

b) ETE Operational Indicators

| Frequency | Measure | What is good? | Dir'n of travel | Latest Data | | 2016/17 Target | Current status | Year-end prediction | Comments |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------------|-------------|--------|----------------|----------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Period | Actual | | | | |
| ETE Operational Indicators | | | | | | | | | |
| Monthly | Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us | | | | | | | | |
| | % of Freedom of Information requests answered within 20 days | High | ↓ | June-2017 | 95% | 90% | G | G | 20 Freedom of Information requests were received during June 2017. Provisional figures show that 95% were responded to on time. 73 Freedom of Information requests have been received since April 2017 and 97% of these have been responded to on-time. This compares with 95% (out of 77) and 99% (out of 86) for the same period last year and the year before. |
| | Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us | | | | | | | | |
| | % of complaints responded to within 10 days | High | ↑ | June-2017 | 100% | 90% | G | G | 37 complaints were received in June 2017. 100% of these were responded to within 10 working days. 28 complaints were for Infrastructure Management & Operations and all of them, 100%, were responded to on time. 9 complaints were for Strategy & Development and all of them, 100%, were responded to within 10 working days. The year-to-date figure is currently 92%. |
| | Operating Model enabler: Having Councillors and officers who are equipped for the future | | | | | | | | |

| Frequency | Measure | What is good? | Dir'n of travel | Latest Data | | 2016/17 Target | Current status | Year-end prediction | Comments |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------------|-------------|----------------------|------------------|----------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Period | Actual | | | | |
| | Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided. | Low | ↑ | To Jul-2017 | 3.76 days per f.t.e. | 6 days per f.t.e | G | G | <p>The 12-month rolling average has increased slightly to 3.76 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During July the total number of absence days within Economy, Transport & Environment was 193 days based on 536 staff (f.t.e) working within the Service. The breakdown of absence shows that 131 days were short-term sickness and 62 days long-term sickness.</p> |

| | | |
|-------------------------------------------------------------------------|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| | | AGENDA ITEM: 10 |
| ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN | Published 1st September 2017 Revised 5 th September 2017 |  Cambridgeshire County Council |

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

The definition of a key decision is set out in the Council's Constitution in Part 2, Article 12.

* indicates items expected to be recommended for determination by full Council.

+ indicates items expected to be confidential, which would exclude the press and public.

Additional information about confidential items is given at the foot of this document.

Draft reports are due with the Democratic Services Officer by 10.00 a.m. eight clear working days before the meeting.

The agenda dispatch date is six clear working days before the meeting.

| Committee date | Agenda item | Lead officer | Reference if key decision | Deadline for draft reports | Agenda despatch date |
|-----------------------|-------------------------------------------|-------------------------------|----------------------------------|-----------------------------------|-----------------------------|
| 12/10/17 | Transport Investment Plan (TIP) | Jeremy Smith/Elsa Evans | 2017/029 | 29/09/17 | 03/10/17 |
| | Planning Obligations Strategy | Colum Fitzsimmons | Not applicable | | |
| | Uttlesford Local Plan | Colum Fitzsimons | Not applicable | | |
| | Huntingdon Local Plan | Colum Fitzsimons | Not applicable | | |
| | Central Bedfordshire Local Plan | Colum Fitzsimons | Not applicable | | |
| | Supported Bus Services Terms of Reference | Paul Nelson | Not applicable | | |
| | Finance and Performance Report | Sarah Heywood / David Parcell | Not applicable | | |

| Committee date | Agenda item | Lead officer | Reference if key decision | Deadline for draft reports | Agenda despatch date |
|-----------------------|-------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------|-----------------------------------|-----------------------------|
| | Business Planning (BP) – Review of Draft Revenue BP Proposals for 2018-19 to 2022-2023 | Graham Hughes | Not applicable | | |
| | Economy and Environment Committee Training Plan | Graham Hughes / Tamar Oviatt-Ham | Not applicable | | |
| | Agenda Plan | Democratic Services | Not applicable | | |
| 16/11/17 | Adult Learning Self-Assessment Report | Lynsi Hayward-Smith | Not applicable | 02/11/17 | 07/11/17 |
| | Planning Obligations Strategy | Colum Fitzsimons | Not applicable | | |
| | Finance and Performance Report | Sarah Heywood / David Parcell | Not applicable | | |
| | Business Planning – Second Review of Draft 2018-19 Capital Programme and Capital Prioritisation | Graham Hughes | Not applicable | | |
| | Economy and Environment Committee Training Plan | Graham Hughes / Tamar Oviatt-Ham | Not applicable | | |
| | Agenda Plan | Democratic Services | Not applicable | | |
| 7/12/17 | Allocations of Integrated Transport Block Funding Transport | Elsa Evans | 2017/005 | 23/11/17 | 28/11/17 |
| | Finance and Performance Report | Sarah Heywood / David Parcell | Not applicable | | |
| | Business Planning | Graham Hughes | Not applicable | | |
| | Economy and Environment Committee Training Plan | Graham Hughes / Tamar Oviatt-Ham | Not applicable | | |
| | Agenda Plan | Democratic Services | Not applicable | | |
| 11/01/18 | Finance and Performance Report | Sarah Heywood / David Parcell | Not applicable | 28/12/17 | 02/01/18 |
| | Business Planning | Graham Hughes | Not applicable | | |

| Committee date | Agenda item | Lead officer | Reference if key decision | Deadline for draft reports | Agenda despatch date |
|-----------------|-------------------------------------------------|----------------------------------|---------------------------|----------------------------|----------------------|
| | Economy and Environment Committee Training Plan | Graham Hughes / Tamar Oviatt-Ham | Not applicable | | |
| | Agenda Plan | Democratic Services | Not applicable | | |
| 8/02/18 | Finance and Performance Report | Sarah Heywood / David Parcell | Not applicable | 25/01/18 | 30/01/18 |
| | Economy and Environment Committee Training Plan | Graham Hughes / Tamar Oviatt-Ham | Not applicable | | |
| | Agenda Plan | Democratic Services | Not applicable | | |
| 8/03/18 | Finance and Performance Report | Sarah Heywood / David Parcell | Not applicable | 22/02/18 | 27/02/18 |
| | Business Planning | Graham Hughes | Not applicable | | |
| | Economy and Environment Committee Training Plan | Graham Hughes / Tamar Oviatt-Ham | Not applicable | | |
| | Agenda Plan | Democratic Services | Not applicable | | |
| 12/04/18 | Finance and Performance Report | Sarah Heywood / David Parcell | Not applicable | 29/03/18 | 03/04/18 |
| | Business Planning | Graham Hughes | Not applicable | | |
| | Economy and Environment Committee Training Plan | Graham Hughes / Tamar Oviatt-Ham | Not applicable | | |
| | Agenda Plan | Democratic Services | Not applicable | | |
| 24/05/18 | Finance and Performance Report | Sarah Heywood / David Parcell | Not applicable | 10/05/18 | 15/05/18 |
| | Business Planning | Graham Hughes | Not applicable | | |
| | Economy and Environment Committee Training Plan | Graham Hughes / Tamar Oviatt-Ham | Not applicable | | |

| Committee date | Agenda item | Lead officer | Reference if key decision | Deadline for draft reports | Agenda despatch date |
|-----------------------|--------------------|---------------------|----------------------------------|-----------------------------------|-----------------------------|
| | Agenda Plan | Democratic Services | Not applicable | | |

Notice made under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 in compliance with Regulation 5(7)

1. At least 28 clear days before a private meeting of a decision-making body, public notice must be given which must include a statement of reasons for the meeting to be held in private.
2. At least 5 clear days before a private meeting of a decision-making body, further public notice must be given which must include a statement of reasons for the meeting to be held in private, details of any representations received by the decision-making body about why the meeting should be open to the public and a statement of the Council's response to such representations.

| Forward plan reference | Intended date of decision | Matter in respect of which the decision is to be made | Decision maker | List of documents to be submitted to the decision maker | Reason for the meeting to be held in private |
|------------------------|------------------------------|-------------------------------------------------------|------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| .../... | [Insert Committee date here] | | [Insert Committee name here] | Report of ... Director | The decision is an exempt item within the meaning of paragraph ... of Schedule 12A of the Local Government Act 1972 as it refers to information |

Decisions to be made in private as a matter of urgency in compliance with Regulation 5(6)

3. Where the date by which a meeting must be held makes compliance with the above requirements impracticable, the meeting may only be held in private where the decision-making body has obtained agreement from the Chairman of the Council.
4. Compliance with the requirements for the giving of public notice has been impracticable in relation to the business detailed below.
5. The Chairman of the Council has agreed that the Committee may hold a private meeting to consider the business referred to in paragraph 4 above because the meeting is urgent and cannot reasonably be deferred for the reasons stated below.

| Date of Chairman's agreement | Matter in respect of which the decision is to be made | Reasons why meeting urgent and cannot reasonably be deferred |
|------------------------------|-------------------------------------------------------|--------------------------------------------------------------|
| | | |

For further information, please contact Quentin Baker on 01223 727961 or Quentin.Baker@cambridgeshire.gov.uk

