

ECONOMY AND ENVIRONMENT COMMITTEE



Cambridgeshire
County Council

Date: Friday, 16 December 2016

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/ccc-dec-of-interests>
2. **Minutes of Economy and Environment Committee 10th November 2016** 5 - 30
3. **Minutes Action Log**
to follow
4. **Petitions**

KEY DECISIONS

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| 6 | Transport Strategy for East Cambridgeshire | 41 - 208 |

7	Integrated Transport Block (ITB) Funding Allocation Proposals	209 - 228
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	DECISIONS	
9	Economy, Transport and Environment ETE Risk Register Update	245 - 256
10	Finance and Performance Report to end of October 2016	257 - 284
11	Economy and Environment Committee Review of Draft Revenue and Capital Business Planning Proposals for 2017-18 to 2021-22	285 - 430
12.	Terms of Reference for the Member Led Review of Cycling Infrastructure	
	To follow	
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15.	Date of Next Meeting	

As the 12th January Committee meeting is being recommended to be cancelled the next meeting will be on 9th February 2017.

The Economy and Environment Committee comprises the following members:

Councillor Ian Bates (Chairman) Councillor Edward Cearn (Vice-Chairman)

Councillor John Clark Councillor Lynda Harford Councillor Roger Henson Councillor David Jenkins Councillor Noel Kavanagh Councillor Alan Lay Councillor Mike Mason Councillor Mac McGuire Councillor Joshua Schumann Councillor Mathew Shuter and Councillor John Williams

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

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Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting the Democratic Services Officer no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution <http://tinyurl.com/cambs-constitution>.

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ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday 10th November 2016

Time: 10.00 a.m. to 12.45 p.m.

Present: Councillors: I Bates (Chairman), D Connor (substituting for Councillor Clark), G Gillick (substituting for Councillor Lay), L Harford, R Henson, D Jenkins, N Kavanagh, M. Mason, J Schumann, M Shuter, A Taylor (substitute for Councillor Cearns) and J Williams

Apologies: Councillors. E Cearns (Vice-Chairman), J Clark, A Lay and M McGuire

Also present: Councillors: B Chapman, D Giles, T Orgee and J Whitehead

259 DECLARATIONS OF INTEREST

Councillor Taylor declared a personal, non-statutory disclosable interest under the Code of Conduct in relation to Item 4 as she had a child at the local secondary school.

Councillor Bates declared a personal, non-statutory disclosable interest under the Code of Conduct during Item 5 as there was discussion of the City Deal Board of which he was a Board member.

260. MINUTES

The minutes of the meeting held on 13th October 2016 were agreed as a correct record.

The Minutes action log was noted and the following issue raised:

- a. 'Minute 247 - Member Review Analysing Completed Cycle Schemes – Councillor Taylor asked whether it was possible to provide a timetable for when the Review Group was to meet and when it would report back to Committee. The Chairman explained he was not able to provide this level of detail at the current time as the names of the nominated members had only recently been received. A report would need to come back to Committee to agree the membership and the terms of reference. *(Note as an update to what was included in the Minute Action Log following discussion with the Chairman and Vice Chairman it had been agreed that the membership would be limited to two members each from the Liberal and Democrat and Conservative Groups (Councillors Taylor and Manning for the Liberal Democrats and Councillors Orgee and Smith representing the Conservative Group) and would also include Councillor Henson representing UKIP and Councillor Kavanagh representing the Labour Group. There was currently no Independent Group nomination and this was unlikely to change).*
- b. Minute 256 Finance and Performance Report – August 2016 – Guided Busway Response to Councillor Mason – as set out in the update, Councillor Mason in an apology to the Committee and the officers acknowledged that he had received the e-

mail the day before the October Committee but had not opened it until two days later (one day after the Committee). He did not however accept the text reading “Unless there is a different issue, this is seen as a definitive response”.

The Minute Action Log update was noted.

261. PETITIONS / PUBLIC QUESTIONS

One petition had been received with over 270 signatures reading “we the undersigned are opposed to both options set out by the Council for the layout of Queen Edith’s Way on the grounds of their unsuitability for traffic movement on this road and the damage they will do the environment and green residential character of Queen Edith’s Way. We ask the Council to reconsider their proposals”.

The speakers in support of the petition (Ms Dara Moorfield and Dr Richard Martin) spoke at item 4 titled ‘Queen Edith’s Way, Cambridge. Proposed Walking and Cycling Improvements’. As the petition related to an item on the agenda, the petition organisers would be sent a copy of the minutes of the meeting.

One Member of the public Wendy Blythe, Chair of the Federation of Cambridge Residents Associations was invited to speak having registered a request in advance under the Council Constitution public speaking rights arrangements. Her question is set out as appendix 1.

The Chairman thanked Wendy Blythe for her questions, and as there were no questions of clarification from the Committee he confirmed that a **written response to the issues she had raised would be sent no later than 10 working days after the meeting.**

Action: M Davies

262. QUEEN EDITH’S WAY, CAMBRIDGE PROPOSED WALKING AND CYCLING IMPROVEMENTS

This report provided details of the consultation on proposed walking and cycling improvements in Queen Edith’s way and sought the Committee’s guidance on the next steps, taking account of the current opposition expressed by local residents.

It was explained that Queen Edith’s Way links Cherry Hinton to Addenbrooke’s with the road being predominantly residential in character. Currently the only cycling provision was a narrow, shared use path which gave rise to daily conflict between pedestrians and cyclists. As a result, many cyclists chose to ride in the relatively narrow road which was also a bus route. The report stated that the provision of high quality cycling infrastructure would make cycling safer for those already cycling, and, would make cycling an attractive option for those currently not cycling and for people moving into the area. In addition, without the provision of high quality infrastructure, further significant modal shift to cycling was unlikely to be achieved.

The report highlighted that:

- there had been 33 accidents in Queen Edith’s Way in the last five years, 25 involving collisions between cars and cycles. The accidents were generally

centred around junctions and the Fendon Road roundabout.

- Massive employment growth was planned at both the Addenbrooke's end of Queen Edith's Way (Cambridge Biomedical Campus, Astra Zeneca, Papworth Hospital etc) and near Cherry Hinton (Peterhouse Business Park and expansion of ARM). Current forecasts were that by 2026 a further 10,500 new jobs would be in place at Cambridge Biomedical Campus. The traffic assessment for the site had set a target of 43% of employees arriving by bike.
- That it was an important route for young people accessing educational establishments as detailed in the report.

The officer in his presentation explained that an initial round of consultation on options in the summer of 2015 had received over 1,100 responses and revealed that 67% of people felt that improvements were needed to the cycling and walking facilities, and that 39% of people felt unsafe cycling on Queen Edith's Way. The need to improve safety at Fendon Road/Queen Edith's Way roundabout emerged as a major concern. In March 2016 a further stakeholder workshop was held attended by local residents and organisations including Stagecoach, Camcycle, Federation of Cambridge Residents Associations, Queen Edith's Community Forum and ARM. This workshop had helped shape the proposals for the next stage of the consultation. The proposals developed broke down Queen Edith's Way into sections depending on its width and the speed limit in place with the sections shown in Plan 2 attached to the report.

Further consultation undertaken on the options had taken place during the Summer of 2016 with the results detailed in Appendix 1 to the report. Amongst Queen Edith's Way residents there was greater opposition than support for both options. However, the proposed roundabout changes were well supported by Queen Edith's Way residents and non-residents alike. In addition, details were provided of a well-attended public meeting organised by residents. The Chairman and Vice Chairman had also met with the petitioners, and with the head teacher of Netherhall School. From these meetings and discussions, it was clear that residents were concerned about the loss of trees and grass verges, but their primary concern was the safety of young people cycling in the area. A preference to widen the existing shared use paths, with minimal loss of trees and verges emerged as the residents preferred option. Officers pointed out that such a layout would not give much of an improvement and would not deal with the projected growth in commuter cyclists and the likely conflict with pedestrians and other slower cycle users.

The report, in acknowledging the strength of local resident feeling, highlighted that the creation of a Local Liaison Forum and a period of further engagement would give an opportunity to share the monitoring results from the successful scheme already undertaken at Cherry Hinton High Street, re-examine the cross sections available, and give more time to develop a scheme which it was hoped could enjoy a higher level of local support. In undertaking further engagement, officers highlighted the need to balance issues around employment growth and the needs of commuter cyclists, with local concerns and the needs of younger people cycling to school.

The approach of further engagement was supported by the local member, and those active in organising the petition. In addition, it was explained that the County Council

was in talks the Dutch Cycling Embassy, a group of experts funded by the Dutch government created to support other European neighbours in developing cycling projects. It was hoped that the Dutch Cycling Embassy would help support the detailed design of the Dutch style roundabout, and to assist in the development of a better option for the main lengths of Queen Edith's Way. (QEW)

Following the presentation, the Chairman indicated that he would be allowing a number of speakers who had given the appropriate advance notice, and would allow the speakers to the petition additional time to the normal three minutes allowance.

Dara Moorfield Chair of the Queen Edith's Residents Association spoke against the proposals suggesting that there was no real evidence that that QEW needed the proposed cycleway. She provided photographic mock ups from the current Cherry Hinton High Street Improvement scheme to support her contention that both moving cyclists from the shared pavement onto the road would be more dangerous for cyclists than the current arrangement, and installing floating bus stops would put pedestrians into the path of cyclists. She agreed that Fendon Road roundabout did require redesign. She also welcomed the proposal to consult further with residents and stakeholders and suggested the proposed spend of £1.4 million could be better used for cycling and walking improvements in the local area at sites such as at Coldhams Lane and at Lime Kiln Hill where there was currently no cyclist provision. More detail of her presentation is included at Appendix 2 to these Minutes.

Dr Richard Martin a local resident and a consultant in paediatric anaesthesia at Great Ormond Street Hospital also spoke against the options. His presentation highlighted that children who cycle on Queen Edith's Way were the second most vulnerable group of users of the road and should have been a priority when undertaking the consultation exercise and planning the proposed options. He believed their needs had not been catered for at any point in the consultation process, providing detailed data regarding them as a user group, as detailed in the fuller presentation included as appendix 3 to these minutes. He highlighted that the proposals would involve placing all children on a narrow road with the most dangerous vehicles and that parts of the road were too narrow for larger vehicles to pass each other. He also provided information to support the contention that children, especially those of secondary school age, were at greater risk on the road than when cycling in segregated areas and that pathways shared by cyclists and pedestrians, including those with disabilities, had been shown to be safe. He suggested that the planning process has not been carried out properly and resulted in plan which put children in harm's way suggesting the current infrastructure was safe and urging the Committee to reject the plans as currently proposed and to seek a solution that protects children.

The Chairman invited the Committee to ask any questions of explanation. In reply to a question of whether he would be willing to be involved in the further consultation / providing evidence to the forthcoming cycleway review, he confirmed he would be.

Another Member asked Dr Martin whether his rejection of the options also included the rejection of the proposed roundabout. He indicated in response that the roundabout plans as set out in the report required subtle changes to avoid the current acute angles as some of the manoeuvres that cyclists would have to make could result in cyclists skidding over in wet conditions or in the dark.

A representative from the Cycling Campaign supported proposals to protect cyclists and supported further consultation between the County Council and residents. The Cycling Campaign believed that there should be separate walking and cycling paths to avoid conflict between pedestrians and cyclists, with a protected green verge from the highway boundary. The Campaign supported the reconfiguration of the roundabout and the recommendations as set out.

The next speaker was Nigel Brigham Travel and Transport Sustainability Manager representing Cambridge University Hospitals NHS Foundation Trust and Cambridge Biomedical Campus as the Travel, Transport and Sustainability Manager. He highlighted their wish to be a good neighbour with Queen Ediths and the best way for this would be to encourage as many of their staff and visitors as possible not to drive to the Campus, but to use alternative means, as there was no alternative to using the road. He explained that currently they were concerned about the quality of routes to and into the Campus while also detailing the improvements they were making for cyclists on Campus. A more detailed presentation is included as Appendix 4 to these Minutes.

Councillor Tim Moore the local Cambridge City Councillor explained that his primary drive was to improve safety and to reduce the fatality and collision rate around Addenbrooke's and Fendon Road due to the current lack of safety features. He pointed out that another aspect of safety was to reduce the number of disabled and elderly people currently the victims of being hit by speeding cyclists on shared pavements and therefore he championed the need for separate paths for walkers and cyclists. As a result, he said many older people were frightened to go out. He also acknowledged the importance of ensuring the safety of children cyclists and advocated the need for further discussions with all stakeholders to look to find a compromise. Currently he had not seen a better design, but was required was a segregated cycleway wide enough so that speedier cyclists could overtake the elderly, slower cyclists and children in safety. He also highlighted the role of highway engineering measures in helping to slow down traffic and helping to enforce the 20mph speed limits.

The local County Councillor Amanda Taylor who had lived in the area for twenty years explained that the reasoning for the scheme had been to seek to reduce conflict between pedestrians, particularly the vulnerable elderly and disabled, and cyclists. She supported the proposals for zebra crossings on the roundabout proposal as a positive safety feature for those requiring to cross safely to the hospital. She stated that from the comments made from the earlier speakers it was clear that the report options had not reflected local users' needs and that the options presented, with the exception of the roundabout, were not right for the area. She also acknowledged the danger in the narrow parts of the road of vehicles being forced to the side of the road from large vehicles coming from the other direction. She indicated that she did not cycle on the road when she was with her own child and acknowledged an earlier speakers' concerns that she would also not feel safe with a cycleway like those in the Cherry Hinton scheme. She made the point that there would be no point in agreeing a scheme which would result in parents feeling it unsafe to let their children cycle and in many more parents reverting back to taking their children to school in their cars. She therefore welcomed both recommendations in the report.

Members of the Committee's comments / questions included:

- residents in Teversham / Fulbourn often complained to the local Member on the current cycling facilities on routes to the hospital, citing the Gog Magogs as an example and highlighting improvements along Fulbourn Road as facilities that would encourage more, safe cycling.
- There was support for segregating cycleways from roads and that proposals to put cyclists back on roads appeared to be a retrograde step.
- The need to learn from other roundabouts such as the one at Perne Road as one Member was not convinced of its benefits.
- Concern that some cycleways that had cost thousands of pounds in some areas outside Cambridge were hardly being used therefore did not represent value for money.
- The Council's Cycling Champion welcomed the new proposals for what was currently a very dangerous roundabout. He made the point that there should not be any foliage / plants in the middle of roundabouts on safety grounds. He also commented that while he often heard about anti-social cyclists not obeying the Highway Code he also needed to highlight those drivers who ignored the speed limits or who parked their cars in cycleways. He considered that it was unfortunate that a scheme which had aimed to improve conditions had aroused such criticism. He supported segregated cycleways and indicated that dialogue might need to be undertaken with residents to convince them that perhaps giving up part of their front garden might be justified if it improved cycling, including importantly children's cycling safety. He also countered an earlier view that Perne Road roundabout had not been a success, citing that since its construction it was now a 100% safe route, when previously it had been one of the most dangerous for cyclists, and that everyone seemed to have benefitted from the roundabout.
- One Member queried that in relation to the cost referenced as £1.425m whether like Hills Road, it was likely to go over budget and cost the County Council more money as a result of the additional consultation now being proposed and the possible need for additional land take. In response it was explained that Hills Road and Huntingdon Road are part of an overall programme of schemes and there is flexibility across the programme in terms of spend, whereas Queen Edith's Way is financed from Section 106, so if further funding is felt to be required then a request would come back to the Committee seeking the use of further Section 106 Funding. The scheme would not involve additional land take as there were hundreds of properties along the road of the proposed scheme and therefore proposals would be limited to the space currently available.
- There was a question regarding the earlier discussion on potential minor improvements being required to the roundabout and whether this required a change to the recommendations. It was clarified that the officers could make minor improvements within the current authorisation, if approved.

On being put to the vote it was resolved by an overwhelming majority to approve:

a) The implementation of a Dutch style roundabout at Queen Edith's Way/Mowbray Road/Fendon Road junction; and,

b) To undertake further public engagement with residents and stakeholders on improvements for walking and cycling in Queen Edith's Way.

263. HUNTINGDON ROAD PHASE 2 CAMBRIDGE, PROPOSED CYCLING IMPROVEMENTS

Phase One of Huntingdon Road was approved by the Economy and Environment Committee in July 2014, and works were completed in April 2016. The scheme successfully provided segregated cycle lanes with a good quality surface, clear priority over side roads, and also installed floating bus stops to remove conflict between cyclists and buses. Phase Two now sought to continue a segregated cycle lane towards the Victoria Road/Histon Road junction and, subject to funding, to add a newly surfaced, red cycle lane on the outbound side of Huntingdon Road, thus providing completely updated provision for cycling on this important route. The report set out details of the two options for extending the segregated cycle lane towards the city as set out in Appendix 1 to the report.

The report provided the results of the consultation and now sought Committee approval to their implementation based on the feedback received. It was highlighted that Stagecoach and the Bus Quality Partnership still had reservations about floating bus stops and felt that the current design could be improved by providing 2.5 metres of width on the boarding islands, to allow traffic to pass a bus that had stopped, and for buses overtaking buses not to encroach onto opposing cycle lanes. Camcycle had expressed concerns about all of the proposed options, however, they highlighted Option 2 as their preferred option.

The report proposed the implementation of Option 1 with as many crossing islands as possible retained, and a reallocation of lane space approaching Histon Road junction. It was also recommended that Option 3 should proceed if there was sufficient funding. Through detailed design it was proposed to develop a design for Westfield Road bus stop that would also provide reassurance to bus operators.

Matthew Danish from the Cycling Campaign spoke explaining that the scheme was not living up to the goal of the Cycle City Ambition. Going for Option 1 was seen by them as a missed opportunity to create a protected cycle lane that would be attractive to people new to cycling and requested that Option 2, with the cycle lane protected by parked cars, be put back into consideration. They supported improvement works on the junction.

The Chairman drew attention to a written submission from Mark Taylor Access Officer Planning Department Cambridge City Council which the Committee had already received in advance, raising the concerns of disabled people regarding floating bus stops. This has been included as Appendix 5 to these Minutes. The Chairman also invited him to address the Committee. As part of his presentation he highlighted that for people with sight issues and those led by a guide dog, the automatic response when leaving a bus was to go to the pavement. The engineering measures put in place along Hills Road had not slowed down cyclists. He also highlighted that in over 90% of the

interactions between cyclist and pedestrians, the pedestrian gives way, whereas the idea of the interaction was that cyclists should slow for pedestrians. He highlighted that the Cambridge Sustrans report did not even mention disabled people and that under the Equalities Act, the Council's duty of care required it to give disability issues advantage over any other concern. As a response later in the meeting, the officer indicated that 25% of disabled people cycled to work and therefore the proposals had taken them into account.

Questions of clarification to Mark Taylor included asking whether he was speaking as a Cambridge City Council Officer or as a private individual. In response he indicated that he was speaking as an officer in his professional capacity, but not specifically on behalf of Cambridge City Council.

In the ongoing discussion, some of the issues / questions raised by Members included:

- Supporting the need to look to improving cycling proposals in terms of those less mobile / able and ensuring that they could step off buses in safety. In response the officer indicated that they had engaged with disability groups and that three bollards were proposed on the floating bus stop to help with safety. He made the point that the width that a pedestrian was required to cross was only 1.5 metres while a lot of schemes in other parts of the Country were operating a five metre double cycle lane.
- Schemes should, where possible, involve continuous cycling routes rather than being undertaken in sections,
- In response to a query on whether the cycling scheme ran all the way to the junction at Girton College this was confirmed
- The point was made by one Councillor that people were not seen with guide dogs near the cycleway in Hills Road as they did not feel safe, A later response from the officer stated that he was not aware of any accidents incidents on the floating bus stops in operation over the 18 month period that they had been installed and that the previous arrangements where they had been a shared use path would created more opportunities for conflict between pedestrians and cyclists.
- A query was raised regarding Page 47, Appendix 1 Option 1 and the reference to the removal of the speed camera with the Council Cycling Champion making the point that he hoped this was just a relocation and not permanent removal as he believed the camera was the major safety measure to ensuring drivers stayed within the 30 mph limit. In response the officer confirmed the intention was that the speed camera and island would stay where they were.
- One member suggested that the width of the floating bus stop island was very important and suggested that the east side of Hills Road was not wide enough and the same was being proposed for the Huntingdon Road proposals.
- One Member expressed her concern regarding whether the Section 106 monies would be available in respect of Girton College to finance the scheme as the first

phase of their development was over 6 years which could extend to 10 years. In reply it was indicated that the Girton section was not currently funded and would therefore only take place when the funding was available. This could be from S106 or other funds, but officers felt it was beneficial to seek approval now in order to have a 'shovel ready' scheme available.

- In response to a question regarding the constraints on the funding, it was clarified that it was available until March 2018. There was an element of flexibility as the money was drawn down in stages so provided that the schemes could be shown to have started ("shovel in the ground") the funding would be secured.
- One Member expressed concern regarding recommendation C in respect of Histon Road / Victoria Road when these might later become part of the City Deal initiatives and was therefore reluctant to support the proposals without having details of the Histon Road proposals, as there was potential overlap. The Chairman highlighted that Councillor Hipkin, the local Councillor, supported the scheme. As a clarification the officer provided reassurance that the same officer team was working up the schemes for both the City cycling initiatives programme and the City Deal Schemes, confirming that there was no conflict with future proposals.

To take account of the issues that had been raised, the Chairman proposed that there should be an addition to Recommendation b) to include the addition of wording reading "and disabled groups and cycling groups". This was seconded and in being put to the vote it was agreed by a clear majority.

Councillor Taylor moved an amendment to add an additional recommendation reading "scheduling and working practices should take into account findings from the Council's review of cycling projects as they emerged". This was seconded by Councillor Williams. On being put to the vote it was agreed by a clear majority.

On then voting on the recommendations as amended:

It was resolved by a clear majority to:

approve the extension of cycling improvements on Huntingdon Road, consisting of:

a) a continuation of the raised cycle lanes from just beyond Oxford Road towards the junction of Histon Road/Victoria Road;

b) A floating bus stop near Westfield Lane, subject to some further development work with the Bus Quality Partnership and disabled groups and cycling groups.

c) Resurfacing and reconfiguration of cycle lane and traffic lanes approaching Histon Road/Victoria Road; and,

d) An improved outbound cycle lane towards Girton.

e) For the scheme scheduling and working practices should take into account findings from the Council's review of cycling projects as they emerge.

264. A10 HARSTON PROPOSED WALKING AND CYCLING IMPROVEMENTS

Cambridgeshire County Council and Greater Cambridge City Deal had been working to develop and improve a continuous, safe cycle route from Cambridge to Royston along the A10 corridor. The proposals set out in the report aimed to improve conditions for pedestrians and cyclists on the A10 through Harston. Currently there were narrow shared use paths on both sides of the A10 through Harston. The proposed scheme sought to implement a three metre wide shared use path on the west side of the road, together with a new controlled crossing on the A10, and improved crossings of accesses and side roads. To accommodate the improved foot and cycleway a layby was to be reduced in size on the west side, with some spaces retained and additional spaces added on the east side.

The consultation on the proposals had resulted in 85% supporting the initial proposals. The proposals were then modified into a final scheme, taking into account the issues raised and comments made. A further consultation exercise was undertaken on the modified scheme in June 2016. The most common comments made related to concerns about loss of some parking bays, loss of a length of guardrail on the bend north of Church Street junction. Officers proposed to narrow the carriageway at this location in order to widen the foot and cycleway and retain the guardrail. Drainage issues at property entrances was a concern for some residents and as a result, the scheme would now include the provision of drainage measures across driveway entrances feeding into a drainage system.

Concerns had also been expressed regarding the Church Street junction with a number of suggestions made relating to remodelling Church Street junction. However, due to constraints, including much of the land at the location not being part of the public highway and as there was also a historic pump at the location, and the likely costs, such remodelling was beyond the scope of the project.

CTC (Cyclists Touring Club) Cambridge were keen to see an improved crossing facility included between Church Street and Station Road which has been accommodated in the proposals. Camcycle requested that priority be offered to cyclists at the two Church Street junctions which had been investigated. The final proposals included shortening the crossing points and making it easier to cross, but not including cyclist priority.

Councillor Susan van de Ven provided comments in support which Members received in advance of the meeting and are included as Appendix 6 to the minutes. Both local members and the Parish Council broadly supported the proposals. Councillor Orgee spoke as one of the local members and clarified his support for retaining the railing was as a result of it already having been knocked over a number of times and by its presence provided an element of protection. His main other issue regarding parking had been the post office and ensuring its continued viability. He was pleased to confirm that along with Councillor Kenney, as a result of the consultation all local members main concerns had now been addressed. He highlighted that the project completed a missing section of cycleway to ensure a good long cycleway would now be achieved.

It was unanimously resolved to agree to:

- a) An improved foot and cycleway on the west side: and
- b) A new controlled crossing located between Church Street and Station Road.

265. TRUMPINGTON ROAD, CAMBRIDGE PHASE 2 PROPOSED WALKING AND CYCLING IMPROVEMENTS

Phase One of Trumpington Road was approved by the Economy and Environment Committee on 18 September 2014. Phase Two sought to add some additional elements, and if approved both phases were likely to be delivered as one scheme early in 2017.

Phase One of the project focussed on the east side of Trumpington Road and the issues of cyclists safely passing parked cars, and accommodating cycle and pedestrian movements on top of the grassed bank outside the Botanic Gardens. It includes the removal of a length of metred parking with space for cycle provision. Phase Two looked at the western side, and the bus stop designs within the whole scheme. The proposals had emerged from the consultation on Phase One. The key proposal was to widen the existing shared use path from three metres wide to four metres wide by narrowing the parking bays and taking a 500mm strip of land from the adjacent common. The other proposals were the conversion of two bus stops to floating bus stops, and the creation of a short length of raised cycle lane. The scheme had been amended in response to the consultation exercise undertaken, but still offered major benefits to cyclists and pedestrians, and should improve road safety and the perception of safety. Both local members (for Newnham and Trumpington) were fully supportive of the recommendations.

From the consultation undertaken between June to July 2016 as detailed in Appendix 1 to the report there was good support for most of the measures proposed in the scheme, though many concerns were raised relating to loss of green space and the view that the common should be protected. The report highlighted that to construct works on common land would require consent in accordance with Section 38 of the Commons Act 2006 and would be a challenge to gain the necessary consent given the objections in place. Upon reflection the costs associated with relocation of railings and posts, as well as earthworks needed, were seen as not providing value for money. It had therefore been proposed to improve the current layout to increase useable width by relocating street furniture, with minimal impact on the common, and without the need for Commons Consent the detail of how this would be achieved as set out in the report.

CTC (Cyclist's Touring Club) Cambridge strongly supported the proposed improvements, particularly the segregated cycle lane behind the parking area. CTC also welcomed plans for introducing further floating bus stops. Stagecoach and the Bus Quality Partnership still have reservations about floating bus stops and felt that the current design could be improved by providing 2.5 metres of width on the boarding islands, and ensuring that the remaining road space allows traffic to pass a bus that has stopped, and for buses overtaking buses not to encroach onto opposing cycle lanes. As road widths in Trumpington Road are relatively generous it should be possible to accommodate the concerns raised and suggestions made.

Stagecoach and the Bus Quality Partnership still had some concerns about the use of floating bus stops. The outbound bus stop on the east side was well used and a point of conflict between cyclists and buses, but the inbound stop experienced much less use, and thus less conflict. It was therefore proposed to leave this stop as a standard bus stop.

The Cycling Campaign representative who had given notice to speak explained that his organisation had mixed views on the scheme and while they welcomed removal of the current dooring lane, highlighted their concerns regarding Brooklands Avenue Junction which had many conflict points for cyclists as well as expressing concern about the expansion of shared use. Their view was the whole scheme represented a set of compromises.

Jean Glasberg Chair of Newnham Croft Residents' Association had requested to speak and as she was not present when the report was reached, Wendy Blythe undertook her presentation set out in Appendix 7 to these minutes. Her main contention being that new cycling infrastructure should always aim to achieve physical separation from other traffic and that residents and disability groups should be fully consulted on the design of any floating island bus stops, with priority always given to pedestrians in line with Department of Transport Guidance.

In discussion Members of the Committee raised issues including:

- that the previous report did not have floating bus stops and that the current report did not include plans showing details of its exact location and how it would be work.
- Being pleased to see the provision of the buffer strip between parking and the cycle lane and asked whether there were any proposals to make this strip more attractive. In response it was clarified that there was no scope for landscaping as it would be walked across.
- Better clarity should be included in reports such as this showing diagrams and being clear whether what was being proposed was a shared or separate paths for cyclist and pedestrians.

Due to the issues around floating bus stops the Chairman proposed that the same amendments to the recommendations were again proposed to the current report as had been agreed to the earlier Huntingdon Road Phase Two Proposed Cycling Improvements Report which was seconded by Councillor Conner and supported by the overwhelming majority of the Committee.

It was resolved:

To agree the implementation of improvements for cyclists and pedestrians on Trumpington Road, consisting of:

- a) An improved segregated foot and cycleway on the west side;

- b) A new floating bus stop on the east side subject to some further development work with the Bus Quality Partnership and disabled groups and cycling groups.
- c) For the scheme scheduling and working practices should take into account findings from the Council's review of cycling projects as they emerge.

266. TRANSPORT INVESTMENT PLAN (TIP) AND ST NEOTS SECTION 106 PRIORITISED SCHEMES

At its meeting in July 2016 Members of the Council's E&E Committee approved the new Transport Investment Plan (TIP) approach in relation to:

- a) managing information relating to transport infrastructure investment;
- b) managing the pooling of Section 106 contributions and other funding sources; and
- c) the future sign-off process for schemes in the TIP.

The TIP for Cambridgeshire sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire. In line with the approach being taken across Cambridgeshire, a district-wide transport strategy was to be developed next year for Huntingdonshire replacing the existing Market Town Transport Strategies (MTTS). However, as there was a significant amount of S106 money from the Loves Farm development that needed to be spent by July 2018, work had been prioritised to amend the St Neots MTTS in order to identify additional schemes that could be delivered in this timescale.

This Committee in June had considered the recommendation of four schemes for the allocation of S106 St Neots MTTS monies. Given the age of the existing St Neots MTTS (adopted in 2008), Members had highlighted the need to ensure projects aligned with more up to date priorities in the new St Neots Neighbourhood Plan. This Committee therefore deferred the recommendations and asked officers to consult with St Neots Town Council regarding using the S106 monies for identified Neighbourhood Plan transport improvement priorities. A prioritisation assessment of the schemes in the Amended St Neots MTTS, as included in the Cambridgeshire TIP, has been undertaken and the proposals included in the revised report.

The TIP policy document attached in Appendix 1 to the report described the uses of the Plan, the links to policies and strategies, the layout of the TIP list and the process for updating the list. The full list presented in District order as at the end of August was attached in Appendix 2. The list once approved would be updated regularly throughout the year and brought to Members of the E&E Committee on an annual basis in September/October.

The report explained that to comply with the Loves Farm S106 Agreement MTTS obligations, any amendments to the MTTS required be approved for allocation of the S106 monies. As a result, the amended schemes had been included in the proposed Transport Investment Plan list 2016. Given the urgency of the work and the fact that a district-wide strategy was to be developed next year, a full review of the Strategy had not been undertaken. Instead, a review of the scheme list was undertaken. Working in

conjunction with local Members and the Town Council, a long list of schemes was compiled from schemes in the MTTS that had not yet been implemented, infrastructure requirements identified through the Neighbourhood Plan process and from needs identified in the St Neots pedestrian and cycle audit. This long list was then assessed against the relevance for a Market Town Transport Strategy to derive a Qualifying List. Schemes that were deemed not relevant under these principles were:

- Schemes on strategic routes, such as the A428 highway improvements and East-West Rail, have much wider impact than St Neots town – these schemes are considered as part of the Transport Investment Plan
- Schemes that have implications on the local highway network much wider than St Neots town – these schemes will be considered as part of the Huntingdonshire Transport Strategy next year
- Transport concepts rather than schemes such as Northern Link Road A428-A1 are not developed enough for inclusion in a scheme list – these will be considered for the TIP should they become more developed.

Through dialogue with the Town Council, the issue of a second pedestrian/cycle bridge (northern crossing) had been raised. However, early high level work on this scheme had identified key risks, resulting in a relatively low deliverability score as detailed in the report with the cost of the bridge likely to be significantly higher than the S106 funds available and would result in additional funding being required. To enable a more robust cost and delivery issues to be understood, it was recommended that funding was made available from St Neots S106 to develop the business case for such a crossing/bridge which could then inform the allocation of St Neots S106 funding to schemes for delivery.

The report highlighted that the St Neots MTTS S106 fund currently contained £1,270,358 of which £463,844 from the Loves Farm development needed to be spent by July 2018. The remaining funds £806,514 should be spent by November 2020 and beyond. An estimated further £138,000 was expected when the obligation triggers were met on current developments in the town. Section 5 of the report detailed the Prioritisation methodology undertaken with the prioritised schemes shown in Appendix 5 of the report in the order of their Total Objective Score with the Weighted Deliverability Score alongside for reference. It was highlighted that the scheme that scored highest on Meeting Strategy Objectives was the bridge. However, until the business case for the bridge was completed (4- 5 months), it was not be possible to ascertain how much, when and whether further S106 funds could be spent on detailed design works and planning application before the spend deadline of 2018.

The report therefore recommended that the prioritised projects in Appendix 5 were approved in order that options were available to spend £413,844 (funds left after an estimated £50,000 for the bridge business case). Should there be a strong business case and a full funding package could be sourced, then it was proposed that the bridge would be the top priority with as much of the £413,844 as possible to be spent on it. Any remaining balance that could not be used on the bridge by 2018 would be spent on the next possible project(s) on the project list depending on the amount of money available. As time was critical for the spend, it was proposed that once the prioritised order of schemes was approved, officers would proceed with delivery without going through Committee approval again. This approach was endorsed. As the St Neots MTTS S106 alone (£1.4 million) would not be able to cover the full costs of the

proposed Northern Crossing, other sources of funds suggested could include existing and future Community Infrastructure Levy that would be collected by St Neots Town Council. In addition, there was also the possibility of agreeing to use a portion of the Cambridgeshire Integrated Transport Block funding.

Councillor Chapman as one of the Local Members highlighted that the top priority was to address the current Bridge bottlenecks due to the number of vehicles using it and the blockages caused by buses. He welcomed the Northern Crossing feasibility study but wished to see the District Council, who currently took the lion's share of CIL monies, coming on board and contributing to the scheme, urging the County Council to use its influence to facilitate this. He also expressed concerns regarding the high priority given to the Riverside Park scheme to improve the path / cycle routes (TIP ID 720) as this was District Council property and he did not think it appropriate, suggesting it should be funded by the District Council. On TIP 626 'Improvements to Bus Stop infrastructure including investigation of a potential bus station' with an allocation was £40k, he highlighted it was not sufficient, especially if they were needed to support development.

Councillor Giles who was the other local member and also the Mayor of St Neots highlighted the previous lack of co-ordination between the County Council, Huntingdonshire District Council and the Town Council. He pleaded that in future the County Council, which had previously directed that St Neots needed cycleways, should consult with parish councils to better establish their priorities and aspirations. He highlighted that in the past a huge amount had been spend (he quoted £1/4m) to improve cycleways which were little used.

In subsequent questioning with reference to paragraph 4.1 of the report highlighting that the St Neots Northern Crossing second pedestrian / cycle bridge was identified within St Neots Town Council Neighbourhood Plan as a priority, the local Councillors were asked if the Town Council would contribute a large amount to the project? Councilor Chapman confirmed that the Town Council did have some money available from the Neighbourhood Plan, but highlighted that it was only 15-25% of the CIL with the rest going to the District Council which was why they should be asked to contribute part of their share.

In order to ensure that the best use was made of the Section 106 monies, the Chairman in supporting the need for the three authorities to work collaboratively proposed that an addition be made to recommendation d) for the officers to contact the District Council and Town Council to open negotiations / prepare a business case seeking financial contributions. This was seconded by Councillor Henson and unanimously approved

Action: Jeremy Smith / Elsa Evans

It was resolved to:

- a) approve the Transport Investment Plan 2016
- b) approve the amendments to the St Neots Market Town Transport Strategy Scheme List
- c) approve the allocation of S106 funds to develop the business case for a northern crossing in St Neots

- d) approve the prioritisation of St Neots schemes for S106 funds and ask officers to open negotiations with regard to seeking financial contributions from the District Council and the Town Council.

267. BUS SERVICE FROM NEWMARKET ROAD PARK AND RIDE VIA ABBEY WARD TO ADDENBROOKES HOSPITAL

The Committee was reminded that at its meeting on 17th November 2015, Members had agreed to confirm the allocation of funds from the Eastern Corridor Area Transport Plan for a trial of an hourly bus service from the Newmarket Road Park and Ride site to Addenbrooke's Hospital via the Barnwell area of Abbey Ward. It had also asked to receive a progress report six months from the commencement of the service.

The report explained that the service had commenced on 3rd May 2016. In terms of publicity, this had been carried out locally on the Council's behalf by the local Member as detailed in the report. The report highlighted an analysis of the ridership data which while increasing steadily after the initial start date, had appeared to have plateaued at an average of 73 journeys a week with the income generated being a long way short of what is required to make the service commercially viable. (The daily cost of providing the service was £405 and based on the highest period of figures to date, the average daily income, from both fare paying passengers and concessionary fares, was only £21) It had been hoped that there would be sufficient patronage for the service to continue until funding was available from the Wing Development. However, the start of this development was now 2019 and the bus service funding was not due until three years after first occupation, which was estimated to be September 2022.

The total amount of funding made available for this service was £95k and based on the average net daily cost of £384 (£405 cost - £21 income) the service could run for 41 weeks, or until 10th February 2017. However, in view of the performance of the service so far, and the low likelihood of the service growing sufficient patronage, Members were asked to consider whether they wished to end the pilot early. 56 days' notice was required legally before the service could cease and if the decision was made at the current meeting, the earliest date would be 9th January 2017.

The local Member from Abbey Ward Councillor Whitehead, who had originally requested the service, had been consulted and as set out in the report indicated that her preference was for the service to run for the full trial period to give it every opportunity to grow. Speaking at the meeting she thanked the Committee for allowing the pilot to take place, explaining that the lack of patronage was not through any failure to publicise the service locally. She highlighted a failure by Addenbrooke's Hospital to inform the East Area Committee that one of their staff shifts started at 8.00 a.m. and the timetabling of the buses had resulted in no bus being available to transport staff at that time. She reluctantly concluded as an update that the Pilot should cease and that the use of the £10k or so remaining (by finishing the Pilot in January), should be investigated further in terms of funding alternative more flexible provision such as mini buses / community transport provision. (as opposed to the current more costly buses).

Taking account that the Local Member considered that realistically there was not going to be an upsurge in patronage by the end of the Pilot period and that as the Pilot continued to lose money, the Chairman proposed as the recommendation, which was seconded by Councillor Henson, that the provision should cease in Mid-January and that the use of the £10k should be used for other initiatives. **Action: Paul Nelson**

On being put to the vote by an overwhelming majority it was resolved;

That having considered the performance of the trial service to date, to agree to cease the provision of the bus service in Mid-January and the use of the money saved to be investigated further.

268. FINANCE AND PERFORMANCE REPORT – SEPTEMBER 2016

This report with the detail included in Appendix A, provided the financial position for the whole of the ETE Service up to the end of September 2016.

The headlines set out in the covering report were as follows:

Revenue: There were no significant variances and ETE was showing a £81k forecast underspend.

Capital: The capital programme was forecast to be on target and £4.6m of the estimated £10.5m Capital Programme Variation has been met. King's Dyke had a forecast variance of -£2.6m and Connecting Cambridgeshire was forecasting a -£1.1m variance as the planned expenditure had been re-profiled. It was anticipated that additional variation would start to appear to contribute further to the overall Capital Programme Variation in future months.

Of the fourteen performance indicators, two were currently red, two amber and ten were green. The indicators that were currently red were:

- Local bus journeys originating in the authority area.
- The average journey per mile during the morning peak of the most congested routes.

At year-end, the current forecast was that one performance indicator would be red (local bus journeys originating in the authority area), eight would be amber and five green. Members' comments / questions included:

- One Member commenting that bus journeys had not changed since the previous month's report suggested that the City Deal initiatives needed to improve bus patronage and to also make bus travel more attractive, as it appeared that currently not enough people liked using buses.
- One Member commenting on the King's Dyke forecast variance, asked whether its slippage would result in the Council incurring more interest charges on the borrowed money. It was explained in response that slippage would mean the money was not spent with the money only borrowed when required.

Having reviewed and commented on the report contents:

It was unanimously resolved to note the report.

269. ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN

It was resolved:

to note the agenda plan as set out, subject to the changes orally reported as follows:

- Noting the change of date of the December meeting from 1st to the 16th December.
- As a result of the above change, moving the report titled 'Cambourne West Planning Applications Draft Section 1906 Heads of Terms' currently shown for the 12th January 2017 meeting forward to the new December meeting date.

Chairman
16th December 2016

APPENDIX 1

PUBLIC QUESTION FROM WENDY BLYTHE

My question today is about seeing cycleway schemes as **streetscape & neighbourhoods** not simply commuter highways and asking you to consider the need for **professional design**. The landscaping of Hills Road, one of the city's main roads has not been a success, a point on which residents, City Council Leader Lewis Herbert and Bob Menzies ,who is here today, all agree:

- a) How can the lessons learnt from Phase 1 of the Hills Road scheme and input from residents feed into the design of future cycleway schemes including Queen Edith's Way, Trumpington Road and Hills Rd, Phase 2, which is funded by City Deal, and due to start in February?
- b) Little regard seems to have been paid to the character of Hills Road, which was described in the City Council's Heritage Suburbs and Approaches report as being '**bosky**' with '**softly landscaped boundaries**'. Phase 1 has resulted in a considerable loss of this greenery. There is a lot of unhappiness about the ugliness of the scheme: its casual vandalism, the sedum "ashtrays", the white plastic "cemetery" posts, the red gravel filled trenches, bus shelters with all night illuminated advertising, the 2 years this work has taken, the congestion it has caused, the rubbish left , the flooding of 3 front drives caused by poor workmanship, the fact that vehicles can drive and park in the cycle lanes, the officers references in print to Cambridge residents as "nimbies" & "academics" & "well-connected folk" with "time on their hands" and more recently as "interested parties". Now a number of Hills Road residents have just been informed they will lose hedges and in one case 4 metres of front garden and trees to accommodate phase 2 of the Hills Road cycleway plans:

On 8 July, 2014, Graham Hughes informed the Economy and Environment Committee of Cambridge County Council ,Paragraph 3.4 of his Report that:

'in Hills Road Option 2 from the consultation....existing pedestrian refuges would be retained, as would the existing widths of verge and footway in most cases'.

- d) Can these cycleway schemes benefit from **professional landscape expertise** as officers have advised there were no designs for Hills Road Phase One? City Deal have appointed an **architect for Milton Road**. Phase 2 of Hills Road is City Deal funded.
- e) The County Council would like to encourage residents and businesses to support gardening maintenance on roads. AstraZeneca is paying £5,000 a year for verge maintenance on the A10 cycleway highway. Portland, Oregon, America's premier cycling city, has pioneered citizen participation in an **exemplary system of environmental stewardship** involving **Green Streets**. Shouldn't Cambridge be doing the same?

Wendy Blythe,

Chair, FeCRA

APPENDIX 2

PROVIDED SPEECH FROM DARA MOORFILELD CHAIR QUEEN EDITH'S WAY RESIDENTS ASSOCIATION

Thank you for letting me speak on behalf of QEW Residents Association. You all know that there is growing opposition to the cycleway plans for QEW. This is not because we are NIMBYs, although the loss of 58 cherry trees and miles of grass verge is something most people would regret.

No, the main opposition is because this scheme moves cyclists from the shared pavement onto a shared road. It also suggests floating bus stops which put pedestrians into the path of cyclists. The more you examine the plans the more illogical they seem.

There is not any real evidence that QEW needs such a cycleway. The West part of QEW, for example, has had no accidents in the last 5 years. There are no side roads, bus stops or schools on this stretch of road. The East part of QEW has a good comparative safety record, although this stretch of road has had some accidents.

Fendon road roundabout is difficult, and does need to be redesigned, we agree.

QEW is not a main arterial route. There is not an untapped army of commuters living in Fulbourn or Cherry Hinton waiting to exchange their cars for bikes. The majority of cycling along QEW is by schoolkids and their parents. Safely. How did the plans get so far? I suggest it is because QEW residents, many of whom have lived here for over 30 years, were not *properly* consulted. The local schools were not *properly* consulted. Disability groups were not *properly* consulted.

We thus very much welcome the proposal to consult further with residents and stakeholders.

£1.4 million is a lot of cash and could be used to make real cycling and walking improvements in the local area.

Let's Get it Right.

APPENDIX 3

PROVIDED SPEECH FROM DR RICHARD MARTIN - ITEM 4 QUEEN EDITHS WAY CAMBRIDGE PROPOSED WALKING AND CYCLING IMPROVEMENTS

As a consultant in paediatric anaesthesia at Great Ormond street hospital I accept responsibility for the safety of 6 to 700 children each and every year. Despite this, I came here today with the sense I am carrying a great weight of responsibility in speaking today. This is because I came here to give a voice to of all children who cycle on Queen Edith's Way. As the second most vulnerable group of users of the road, their interests should have been made a priority concern during the consultation and planning process for our road. However, when evaluating the proposals, it is clear their needs have not been catered for at any point in the consultation process. The plans under review today are testament to this fact.

Either those making these plans were unaware of this group and their needs or they ignored them. I am uncertain which of these it was. In order to rectify this issue I would like to share some information regarding this user group on Queen Edith's Way.

The Netherhall school confirm that roughly 750 pupils cycle to and from school each and every school day representing 1500 child journeys. This is in addition to journeys made by children travelling to Queen Edith's and Queen Emma primary schools, and extremely small children accompanied by their family as they learn to cycle.

In order to illustrate the patterns of use this group make of the road, we carried out a cctv survey during rush hour and a period when the children were leaving school. Data captured showed that:

73% of non motor vehicle users are cyclists.

56% of all cyclists are children - a majority within this user group during these periods.

69% of all cyclists - adult and children - use the shared pathway.

83% of children use the shared pathway.

As a majority user group and the second most vulnerable group, the numbers, pattern and interests of children cycling on the road should have been assessed and their needs catered for as part of consultation and planning. This does not appear to have happened.

We are not aware that any census was carried out to establish the size, use of the road or needs of this group as part of the planning process, but to be sure we have made a FOI request to establish if any such census was undertaken.

We are aware following another Freedom of Information request that a census of traffic and specifically patterns of pedestrian and cycling use was carried out on 6th October 2016 on behalf of the Cambridge County Council Cycling Projects Team. If this were to be the only such census undertaken by the council for this purpose it would mean that the planning process was not completed with due diligence as the user data was gathered after the plans were drawn up. If this was the case it might explain the lack of consideration given to the needs of this group in the planning process.

In addition to this concern, there is another with respect to the consultation questionnaire sent out by the council in order to canvas opinions from user groups. There were only 1106 responses to this questionnaire. Despite the fact that children are a majority user group and the second most vulnerable, they do not appear to have been surveyed at all as part of this part of the process. Some 33 responses were from people under 24 but none were from children. This shows that this part of the planning process is also flawed. Due diligence has not been observed.

These errors in the planning process have resulted a design that will force vulnerable children of all ages onto the road. This is a road that will be narrower than at present and cyclists will be in advisory lanes that will be used by buses, HGVs and cars when they pass each other. This will put these children at increased risk of serious harm and death.

This statement is supported by current research and guidelines that state the following:

- When appropriate measures are applied to interaction between cyclists and motor vehicles at

junctions, children are at greater risk on the road than when cycling in a segregated areas.

- Children of secondary school age are at particular risk when cycling.
- Pathways shared by cyclists and pedestrians including those with disabilities have been shown to be safe.

To illustrate the last point I would like to illustrate the safety of the shared pathway on Queen Edith's Way by looking at the reported accidents on the road over the last 5 years:

- There have been no reported accidents involving children cycling on the shared pathway.
- There have been no reported accidents involving a pedestrian and cyclist.
- There have been no reported accidents involving a cyclist and car coming out of a driveway.

The only reported incidents where children were hurt whilst cycling occurred when they were cycling on the road or were forced onto the road.

So, in summary:

- The planning process has not been carried out properly.
- The result is a plan that puts children in harms' way.
- Current infrastructure is safe.

So I ask this committee to reject the plans as they currently stand and advise that a solution that protects are children is sought.

In doing this, you the committee, in the same manner that I have done by speaking today, would be accepting the weight of your responsibility. The responsibility to speak for our children, to represent them and protect them.

APPENDIX 4

PROVIDED SPEECH FROM NIGEL BRIGHAM TRAVEL AND TRANSPORT SUSTAINABILITY MANAGER REPRESENTING CAMBRIDGE UNIVERSITY HOSPITALS NHS FOUNDATION TRUST AND CAMBRIDGE BIOMEDICAL CAMPUS AS THE TRAVEL, TRANSPORT AND SUSTAINABILITY MANAGER REGARDING ITEM 4 QUEEN EDITHS WAY CAMBRIDGE PROPOSED WALKING AND CYCLING IMPROVEMENTS

We want to be a good neighbour with Queen Ediths and the best way we can do that is to try and encourage as many of our staff and visitors as possible not to drive to the Campus, but to use alternative means. In 2018 the number of staff and visitors to Campus will increase significantly, with 5,000 + more staff.

we already have a lot of staff living in South-East Cambridge and we want to encourage them to cycle and walk but are concerned about the quality of routes to and into the Campus.

We are working on making improvements for cyclists on Campus including increasing cycle parking, we are keen to see improvements at the hospital Hills Road front and are already working on plans to change the entrance from Red Cross Lane. Cherry Hinton High Street has recently been improved. This would leave Queen Ediths Way and the Fendon Road

roundabout as the priority areas on the whole route between Cherry Hinton, Fulbourn etc and Campus in terms of areas needing improvements for cyclists and pedestrians.

The Hills Road scheme has greatly improved things for cyclists and pedestrians along Hills Road, so something that achieved a similar outcome along Queen Ediths Way would be welcome.

Our priority is encouraging those who are intimidated from cycling and improving things for walkers – e.g. a nurse moving to Cherry Hinton and working here.

APPENDIX 5

SUBMISSION FROM MARK TAYLOR, ACCESS OFFICER, PLANNING DEPARTMENT, CAMBRIDGE CITY COUNCIL REGARDING HUNTINGDON ROAD PHASE 2 CAMBRIDGE PROPOSED CYCLING IMPROVEMENTS

Ever since floating bus stops were proposed, Camsight, Cambridge Guide Dog users, Cambridge City Council Disability Panel, and other disabled people have had fears about the floating bus stop design.

When first proposed a moratorium on their construction was offered until their use was fully surveyed, yet this moratorium was never adhered to.

The County Council's own safety audit could not say the design was safe.

The signage, raised platforms and chicanes are not slowing cyclists down.

Disabled and older people really on buses as their primary form of transport.

Reports in London and the 2015 Sustran report on Cambridge all show the hierarchy of the road is not observed.

In over 90% of the interactions between cyclist and pedestrians, the pedestrian gives way, whereas the idea of the interaction is that cyclists should slow for pedestrians.

The Cambridge Sustrans report does not even mention disabled people.

The Equalities Act says the Council's duty of care must give disability issues advantage over that of any other concern.

There are threats of legal actions about the floating bus stops.

Simple mitigation measures such as zebra crossing style markings on the crossing platforms have been dismissed by the Highways team, although they are used in other places.

The whole scheme seems to be driven by the desire of fit, fast, cyclists and the officers representing them do not consider how difficult it is for a blind person dependent on buses for transport to get from the bus to the pavement without being endangered by bikes. A bike

would hit someone with the impact of 800 joules. Guide dogs cannot help blind people cross cycle routes as they would not realise these are roads.

For cyclists and pedestrians there are safer options.

Appendix 6

COUNCILLOR SUSAN VAN DE VEN COMMENTS IN SUPPORT OF A10 HARSTON PROPOSED WALKING AND CYCLING IMPROVEMENTS

As local member for A10 villages directly south of Harston corridor (Foxton, Shepreth, Meldreth and Melbourn) and as chair of the A10 Corridor Cycling Campaign, I wholeheartedly support this scheme. The cycle path component of the scheme offers a direct opportunity for modal shift to cycling for local trips through Harston, mitigating against a growing problem of traffic congestion throughout the corridor. People in the villages south of Harston know they could help alleviate congestion by cycling through for many sorts of trips – but currently conditions in Harston discourage cycling.

Speaking as someone who tries to get around by bicycle and avoids roads whenever possible, Harston is a place where I often leave the path and move into the road. I want to get out of the way of pedestrians, who are confined to a very narrow dual use path that is flanked by numerous driveway entrances with poor visibility.

As the report states, the relatively compact A10 corridor is dotted with high employment centres and there is great opportunity for short trips by bicycle. The A10 Corridor Cycling Campaign includes many people who live in Harston or travel north or south through it on a daily basis to work.

A high quality cycle path will soon extend from Melbourn to the southern edge of Harston. This scheme offers the chance to get through the village itself, and creating a safe and attractive route for pedestrians too.

Thank you to the officers for their great work in communicating closely with all concerned in an effort to get the best possible scheme.

Appendix 7

SUBMISSION FROM JEAN GLASBERG REGARDING ITEM 7- TRUMPINGTON ROAD CAMBRIDGE PHASE 2 PROPOSED WALKING AND CYCLING IMPROVEMENTS

I am the Chair of Newnham Croft Residents' Association, which joined together with 8 other Newnham and Trumpington RAs to comment on the proposals for Trumpington Road. We are pleased that officers have responded to the concerns we and the Cambridge Wildlife Trust expressed about taking land from Two Bit Common, and that they have decided this will not now be necessary.

We also welcome the fact that '*The approach within the scheme recognizes the variety of cyclists and differing levels of confidence and needs*' 5.4 and aims at physical segregation of cycle lanes from other traffic, which is also strongly supported by the Cyclists Touring Club (CTC) 3.3.

It is also recognized in the report that *'currently many people feel unsafe cycling'* 7.2 and that *'efforts should focus upon interventions that mitigate any barriers like perceived safety risks'* 8.6

It is therefore unfortunate that Hills Road had to be designed and implemented to a very tight timescale. Several key features of this scheme were highly experimental, as is noted in the minutes of the last E&E meeting (13th October 2016) in response to the concerns raised by Wendy Blythe, the Chair of FeCRA *'Segregated cycleways had not previously been delivered in Cambridgeshire (and indeed in few places in UK at that time) and other features such as the Cambridge kerb, sedum and floating bus stops had never been used in schemes.* Appendix 1.2

The new cycleways on Hills Road are not in fact separated from other traffic, and the Cambridge kerb is a small slope specifically designed to allow other vehicles to drive onto the cycle lane. This 'over-run' by other vehicles now happens so frequently on the new cycle lane on Hills Road that white posts have been installed to protect the sedum troughs between the footpath and the cycleway - but there is no protection for the cyclists.

As a member of the FeCRA committee I, like Wendy, have been hearing from residents across the city who are extremely worried about the safety of these experimental features, especially unsegregated on-road bike lanes and the new floating island bus stops.

Many of these people are the parents of young children, elderly or disabled- the most vulnerable in our communities.

We therefore ask that you take these concerns very seriously and make sure that:

- a) new cycling infrastructure always aims to achieve physical separation from other traffic
- b) residents and disability groups are consulted fully on the design of any floating island bus stops, with priority always given to pedestrians in line with DoT guidance.

ABBEY-CHESTERTON BRIDGE – APPROVAL TO CONSTRUCT

To: Economy and Environment Committee

Meeting Date: 16th December 2016

From: Graham Hughes, Executive Director – Economy, Transport and Environment

Electoral divisions: Abbey and East Chesterton

Forward Plan ref: 2016/067 **Key decision:** Yes

Purpose: To seek approval to progress the scheme further into the construction phase, subject to gaining planning permission.

Recommendation: Committee is asked to:

- a) Note the scheme progress being made in terms of planning approval, land procurement and stakeholder engagement;
- b) Give approval to construct the scheme, subject to gaining planning permission;
- c) Delegate powers to the Executive Director of ETE in consultation with the Chairman and Vice Chairman of the Committee to approve the construction contract and selection of the contractor;
- d) Support the continuation of land negotiations; and,
- e) Approve the proposal for a bridge naming process.

Officer contact:	
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1. BACKGROUND

- 1.1 The Abbey-Chesterton bridge forms an important part of The Chisholm Trail that seeks to provide a high quality strategic foot and cycle link between the existing and new railway stations in Cambridge, and a link at each end to the Busway cycle route. As well as having standalone value, a bridge would also support a strategic link between the Science and Business Parks to the north of the river Cam, and link to retail areas and business hubs to the south, and residential areas to the east. The location of the proposed bridge, and The Chisholm Trail are shown on **Plan 1**.
- 1.2 User modelling undertaken by consultants suggests that over 4,000 trips a day could be expected from a bridge in this location. The siting of a bridge here would make for reduced journey lengths across the city for certain trips, and hence would make walking and cycling more attractive than car travel.
- 1.3 With a station in place and without a new bridge, pedestrians and cyclists accessing the station could use Green Dragon Bridge, which is off the direct desire line for many trips. Currently the bridge is crowded at peak times, and this situation will worsen as further developments take place and the station opens.
- 1.4 On 17th November 2015 this Committee noted that further engagement work had been undertaken, and approved the submission of a planning application for the Bridge. It also approved the use of compulsory purchase powers, the use of a bridge navigation order, and it noted the programme. Endorsement was given to procure the project through the Eastern Highways Alliance contract, and support was given to the establishment of a Local Liaison Forum (LLF). The Committee report can be seen at this link <http://tinyurl.com/zbjho9p>

2. STRATEGIC AND ECONOMIC CASE

- 2.1 In March 2014, Cambridgeshire County Council adopted the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). TSCSC sits under Cambridgeshire's Third Local Transport Plan (LTP3) and alongside the Cambridgeshire Long Term Transport Strategy (LTTS). A refreshed LTP3 and the LTTS were both adopted in November 2014. Together, these set out the vision, high level principles, policies and strategy approach for transport in Cambridgeshire.
- 2.2 All of these overarching documents, particularly TSCSC, make reference to the need to invest further in expanding and improving the cycling network, and thus the new linkage created by the proposed Abbey-Chesterton bridge has a strong policy basis.
- 2.3 The TSCSC makes reference to cycling strategy, and specifically refers to:
 - Using the opportunity that the new developments in and around the city present to create a step-change in the level and quality of walking and cycling facilities that are provided, which can in turn be plugged into the wider network.

- Provision of additional links on the existing network to join up key destinations that are already partially served by the network (for example The Chisholm Trail).
- As part of the wider corridor treatment, seek to widen existing cycle and pedestrian paths and introduce new segregated paths where appropriate.

More details at this link: <http://tinyurl.com/qxjv5bd>

- 2.4 The Transport Strategy for Cambridge and South Cambridgeshire was prepared in parallel with the Cambridge and South Cambridgeshire Local Plans that were submitted for examination in March 2014. The submitted Cambridge and South Cambridgeshire Local Plans are planning for 33,000 new homes and 44,000 new jobs by 2031. The growth proposed in these plans will only be deliverable and supported if suitable transport measures and investment are led, coordinated and delivered. The Plans include policies requiring sustainable transport modes including cycling.
- 2.5 A new bridge would provide a direct, convenient link between employment, residential and educational establishments on each side of the river. On the north and west side:
- Cambridge Science Park
 - Cambridge Business Park and St John's Innovation Park
 - Cambridge Northern Fringe East Development Area (11,000-27,000 future jobs depending on the adopted scenario)
 - The new Cambridge North station
 - Cambridge Regional College
 - The Cambridge to St Ives Guided Busway link to St Ives and villages north of Cambridge
 - Kings Hedges, Arbury, East Chesterton, Milton, Histon and Impington
- On the south and east side:
- Retail Parks on Newmarket Road
 - Marshalls
 - Abbey, Romsey and Fen Ditton
 - Onward journeys to Addenbrooke's, the Biomedical Campus and educational establishments including VI Form colleges, the University Technical College and private schools.
- 2.6 Potentially more people walking and cycling between these key trip generators would reduce journeys by car, and hence reduce traffic congestion and improve bus journey times on routes such as Newmarket Road and Milton Road, as well as contributing to improved air quality, and independence for young people accessing education.
- 2.7 The Abbey-Chesterton bridge would be an important link in the cycling and walking network for shorter trips across the city, as well as longer commutes linking up with the northern section of the Busway cycle route.
- 2.8 In terms of public health, the city wards of East Chesterton and Abbey are amongst those with the lowest levels of physical activity. A new bridge would help people to build exercise into their daily lives, for instance by walking or cycling to work.

- 2.9 The narrative around improved journey ambience and improved linkages to key destinations has been tested further by independent consultants, and has been found to give a cost benefit ratio of 5.6:1. This is based upon the Department for Transport's Active Mode Appraisal Toolkit, and as such the scheme can be regarded as having a very high benefit cost ratio.

3. PROJECT PROGRESS

- 3.1 Following Committee approval in November 2015 work commenced on compiling packages for the planning submission. A planning application was submitted in late July and (validated in mid August). Images of the bridge and other information about the project can be viewed at <http://tinyurl.com/o5d8ezs>. The application is currently programmed to be determined by the County Council's Planning Committee on 19th January.
- 3.2 As part of the planning process the bridge design was presented to the Cambridgeshire Quality Panel. The Panel provides scrutiny of development proposals for the major growth sites in Cambridgeshire. It assesses proposals against four core principles: community, connectivity, climate and character. It is made up of professionals with expertise around urban design and architecture. More details can be seen at this link: www.tinyurl.com/zgsl3ar. The Panel were impressed with the bridge design and described it as 'beautiful'.
- 3.3 Fruitful discussions continue with the owners of land on either side of the river. On the Chesterton side negotiations are progressing to secure a license agreement with Network Rail, and also to reach an agreement with an individual for construction access across his land. On the Abbey side discussions are progressing with Gonville and Caius College regarding a license agreement for their land. Obtaining planning consent is likely to be a catalyst in finalising much of this work.
- 3.4 A Local Liaison Forum (LLF) is now established which combines The Chisholm Trail and Abbey-Chesterton Bridge. The Forum has met twice in public, following an initial set up meeting.
- 3.5 The Abbey-Chesterton Bridge project is progressing in parallel with the Chisholm Trail Phase One in terms of planning application, land agreements and procurement. It may be possible to combine the two schemes into one construction project which could give efficiencies. Approval to construct Phase One of The Chisholm Trail was granted by The Greater Cambridge City Deal Executive Board on 10th November.

4. PROGRAMME AND PROCUREMENT

- 4.1 Processes to procure a contractor to build the scheme are underway. A 'mini tender' will be undertaken through the County Council's Eastern Highways Framework contract. Six companies will have the opportunity to bid for the work based on a 60/40 quality/cost split. Project Officers will evaluate the quality submission, and a moderation exercise will then be undertaken by Procurement staff.
- 4.2 The preferred tenderer will emerge as the company with the highest score from the quality/cost process. It is recommended that the final decision to

award the contract be delegated to the Executive Director of Economy, Transport and Environment in consultation with the Chairman and Vice Chairman of the Economy and Environment Committee.

- 4.3 Should the scheme gain planning consent then construction could commence as early as June 2017, and the Bridge project would take around a year to complete. Spokes and local Members will be kept informed as this process proceeds.
- 4.4 A £4.5m budget is currently in place for the bridge project. This reflects the complexities of working near to a live rail line, on a flood plain, and at a location that is difficult to access.

5. CONSULTATION AND ENGAGEMENT

- 5.1 An initial round of public consultation was undertaken in July 2014 showing outline bridge options and proposing a number of bridge locations. The results were reported back to the Economy and Environment Committee on 21 October 2014.
- 5.2 The Committee then asked that *“further consultation be conducted with all stakeholders with regard to the bridge’s role in the Strategic Transport Plan and the detail of its design, siting, approaches and construction, in recognition of the significant level of opposition to it and by doing so, ensure that the option that is submitted as a planning application meets the needs of the widest range of stakeholders”*.
- 5.3 Extensive further consultation was then undertaken on three bridge options that were developed by Knight Architects. This included public meetings, discussions with stakeholders, and an online poll run by Cambridge News. The general feeling was that segregation for users, provision of seating and an attractive design were all important and thus a hybrid of two of the options was felt to be the preferred way forward.
- 5.4 The Project Team have engaged widely and are confident that the main issues of concern have been captured, and as much as possible these have been addressed in the bridge design, the approach ramps and paths.

6. BRIDGE NAMING

- 6.1 Some discussions have commenced around bridge naming with a number of initial suggestions emerging. Clearly some form of process needs to be agreed as to determining a suitable name.
- 6.2 For Willow Bridge, St Neots, completed in 2012, local school children were invited to make suggestions, and a recommendation was then determined by the Project Steering Group and endorsed by Cabinet.
- 6.3 For Riverside Bridge, Cambridge, completed in 2008, there was much discussion about names and the naming process, but finally the name given to the bridge early in the project was retained.
- 6.4 It is recommended that the LLF compiles a list of possible names for the bridge, and the list then be reported and voted on working in partnership with

a local media partner. The LLF will then consider the results of this exercise, and take a vote amongst its members to arrive at the chosen name. This process would allow a strong level of local input, with an element of voting, whilst empowering the LLF to make the final decision.

7. KEY PROJECT RISKS

- 7.1 Land acquisition is a high risk. Negotiations with landowners are ongoing. While we will seek to acquire land by negotiation, Compulsory Purchase Order (CPO) powers have already been granted by the Committee.
- 7.2 Access for plant and equipment for construction is very challenging due to limited space. Subject to engagement with our preferred contractor, construction would require a temporary haul road to be built across Ditton Meadows. This option is the most economical and practical. Discussions are underway regarding establishing a site compound area at the back of the Ditton Walk (Beadle) Business Park, which is preferable on environmental grounds to a compound sited on Ditton Meadows.

8. CONCLUSION

- 8.1 A new bridge at this location would bring many benefits, and would link up with the new station and employment sites, providing an important link strategically and for the Chisholm Trail. The project offers very high value for money. Consultation has revealed strong general support, but some local opposition to the idea.
- 8.2 Clearly the attractive and historic setting of Stourbridge Common and Ditton Meadows is cherished by many people. Officers are confident that having engaged widely to explore local concerns the bridge design is of high quality and minimizes aesthetic concerns whilst still providing good quality transport infrastructure.
- 8.3 Colour A3 plans showing images of the bridge will be made available at the meeting.

9. ALIGNMENT WITH CORPORATE PRIORITIES

9.1 Developing the local economy for the benefit of all

More people cycling and walking contributes to a more active population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing. A new bridge would link large residential areas to large employment sites and give improved access to the new station at Chesterton.

9.2 Helping people live healthy and independent lives

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence have independence, and the opportunity to incorporate active travel into their lives. A new bridge at this location would improve accessibility to the new station and a large area of employment.

9.3 Supporting and protecting vulnerable people

The new bridge would link the communities of Chesterton and Abbey, making for convenient journeys by foot and cycle and would give a means of access for wheelchair users. The bridge would be fully accessible in terms of approach paths and ramps. It could include seating which might be welcomed by less mobile people.

10. SIGNIFICANT IMPLICATIONS

10.1 Resource Implications

The scheme will be capital funded from Department for Transport Cycle City Ambition grant and Section 106 contributions, totalling £4.5 million. The bridge would be designed to ensure minimal maintenance and ongoing revenue costs.

10.2 Statutory, Risk and Legal Implications

The bridge is subject to a planning application. If there is a high level of opposition it is possible that a planning inquiry would be needed. The key risks are set out in section 7 above.

10.3 Equality and Diversity Implications

A new bridge would be available for everyone in the community to use.

10.4 Engagement and Consultation Implications

A thorough and extensive period of consultation and engagement has been undertaken. A Local Liaison Forum has been established.

10.5 Localism and local member engagement

A thorough and extensive period of consultation and engagement has been undertaken. A Local Liaison Forum has been established.

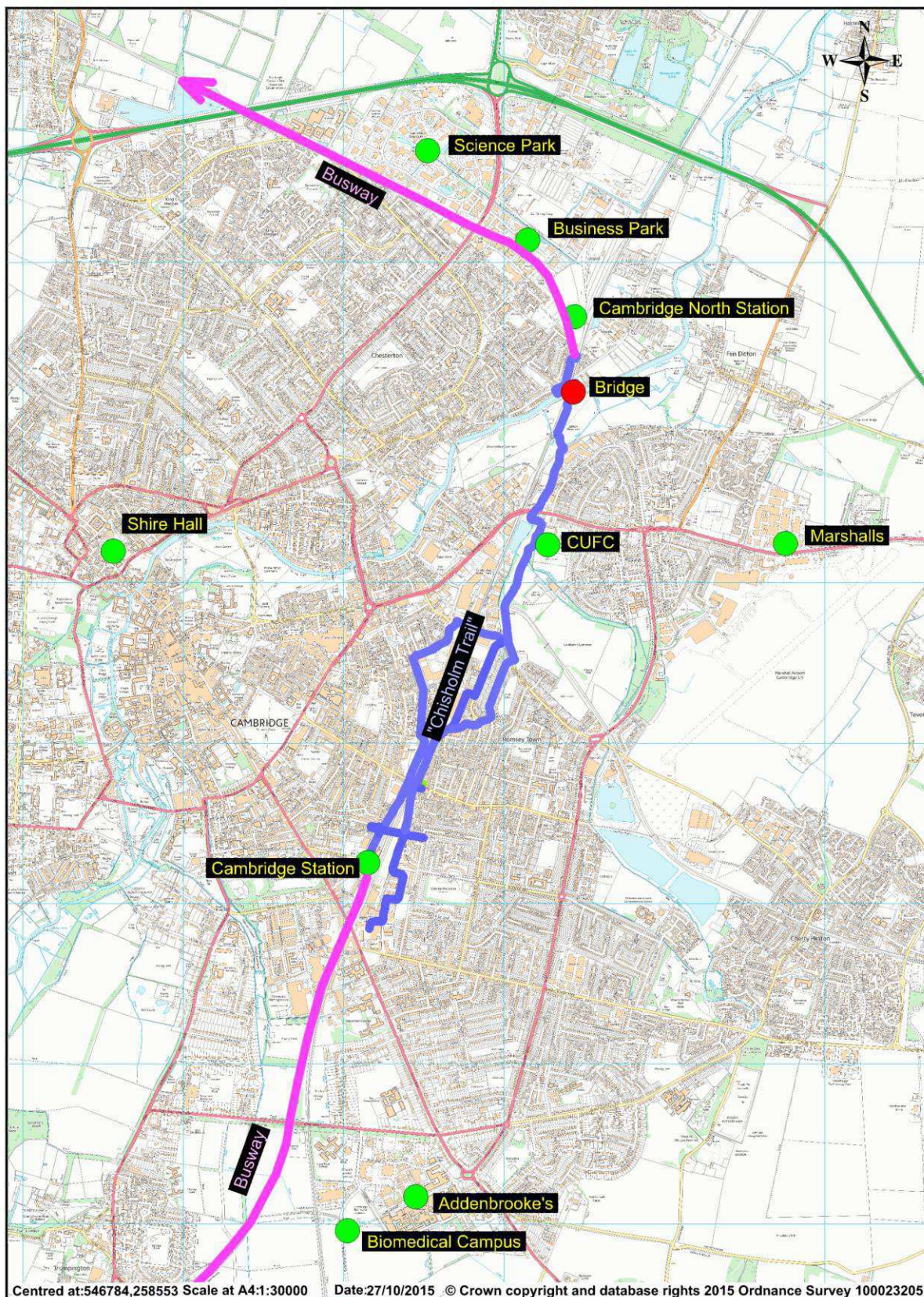
10.6 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health. Cycling is a physical activity that can prevent ill health and improve health. It is important that people are supported and encouraged to be physically active and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

The Transport and Health Joint Strategic Needs Assessment makes reference to encouraging short trips of less than 2km within the city to be undertaken on foot or by cycle. The proposals support and encourage this.

Source Documents	Location
	Room 310 Shire Hall

PLAN 1 - Map showing location of proposed Abbey-Chesterton Bridge in Cambridge (including the proposed route of The Chisholm Trail)



Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: S Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: F McMillan
Are there any Equality and Diversity implications?	Yes Name of Officer: T Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: M Miller
Are there any Localism and Local Member involvement issues?	Yes Name of Officer: P Tadd
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: T Campbell

TRANSPORT STRATEGY FOR EAST CAMBRIDGESHIRE

To: Economy and Environment Committee

Meeting Date: 16 December 2016

From: Graham Hughes Executive Director Economy, Transport and Environment

Electoral division(s): East Cambridgeshire Districts, including the County Council wards: Littleport, Sutton, Ely North and East, Ely South and West, Sutton, Haddenham, Soham and Fordham Villages, Burwell and Woodditton.

Forward Plan ref: 2016/057 **Key decision:** YES

Purpose: To consider the results from the 2016 consultation on the draft Strategy, and the alterations which have been made following the consultation.

Recommendation: Economy and Environment Committee is asked to approve the Strategy for adoption.

<i>Officer contact:</i>	
Name:	Jack Eagle
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1. BACKGROUND

- 1.1 This report outlines the work in developing the Transport Strategy for East Cambridgeshire. This includes a summary of initial development of the strategy, the methodology and results from the 2016 consultation on the draft document, the alterations which have been made following the consultation and an overview of the final Strategy.

2. Main Issues

- 2.1 The Third Cambridgeshire Local Transport Plan (LTP3) is the main strategic transport policy document for the County. The Transport Strategy for East Cambridgeshire (TSEC) provides the local context for LTP3 and sets out:
- the strategy basis for transport improvements in East Cambridgeshire;
 - existing transport-related issues, together with consideration of the implications of wider employment and housing growth planned for the District;
 - transport objectives (see page 24 of the Strategy) and policies (see page 28); and
 - an action plan (page 55 of the Strategy).

The purpose of this transport strategy is to:

- Provide a detailed policy framework and programme of transport schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-31 (LTP3).
- Support the East Cambridgeshire Local Plan, and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.
- Create a live action plan of transport schemes to address the existing and future transport issues in the district.

2.2 Strategy Development

The Strategy has been developed with the Joint Planning and Transport Steering Group for East Cambridgeshire. This group is chaired by Cllr Ian Bates and includes District and County Councillors. The Strategy has been reviewed by County Council officers from the Road Safety, Transport Assessment, Public Health, Cycling and Local Projects Teams. In early 2016, the draft Strategy was presented to the general public for consultation, and following the comments from the consultation, the strategy was updated.

2.3 2016 Consultation

The six week consultation process began on 29th April 2016, with the aim of gathering views of anyone who lives, works or travels through East Cambridgeshire on the Strategy's objectives, policies and potential transport improvements included within the action plan. The consultation also evaluated the specific factors which

encourage or act as a barrier to sustainable transport options. The consultation involved five County Council run consultation events in: Stetchworth, Sutton, Soham, Littleport and Ely; as well as eight “focus group” style events to contact harder-to-reach groups. The consultation leaflet and questionnaire were available at the events, online and at Ely and Newmarket libraries. 210 and 92 responses were received from the County Council and Living Streets elements respectfully. More detail on the consultation methodology can be found in Section 11 Appendix 3 of the Strategy document (Appendix A to this report).

- 2.4 The draft strategy objectives and application of the policies were supported or strongly supported by the majority of respondents. The most supported scheme was the Ely Southern Bypass with support also indicated for A10 dualling at Ely, Ely North Rail Junction, Soham Railway Station and improvements to A10/A14 Milton interchange (outside the District).
- 2.5 The consultation suggested a wide range of perceived barriers to walking and cycling for short journeys. The main themes included the suitability of facilities, missing links and the safety of routes.
- 2.6 Many issues with public transport were identified, including service frequency, and having a local service. Notably, very few people knew about Smart Travel Options such as car sharing or Personal Travel Planning, and there was limited interest in wanting to know more about them.
- 2.7 A variety of comments were made either by email or through the open comment question on the questionnaire. Comments were made on the lack of a reference to travel for leisure, issues with rat-running in certain villages, and many suggestions for new schemes among others. More detail of the results of the consultation can be found in Section 11 Appendix 3 of the Strategy document (Appendix A).

2.8 **Alterations to the Strategy after the consultation**

As a result of the consultation a few new sections were included and a number of sections were updated. More detail on the changes can be found in the TSEC Changes Log which is included in Appendix B. The most notable changes include new sections on key transport challenges in the District, devolution, walking and cycling for leisure and public rights of way, and improving road safety. A number of sections were also updated to reflect issues such as changes in the transport policy context, the strategy approach to public transport, walking and cycling, minor amendments to the draft TSEC policies, improvements to the passenger transport and rail networks sections, issues related to freight movements and heavy goods, and funding of transport.

- 2.9 The Action Plan has also been amended with number of new schemes added including HGV restrictions in the diamond area between the A10, A142, A141 and A14, many schemes having updated descriptions, and a two schemes removed (Shared used footway/cycleway on Eastern side of Lisle Lane, Ely, from Prickwillow Road to Cresswells Lane [completed]; Park and Ride site in a location south of Stretham; Improved bus service provision [operational issue]). The Action plan maps have also been updated.

2.10 Strategy Overview

The key sections and content of the updated Strategy are as follows:

<u>Section updated:</u>	<u>More detail added to subsections:</u>
Introduction:	Strategy development; Scope of the Strategy
Planning and Wider Context:	Land Use Planning and the Growth Agenda; Key Transport Issues in the District, Transport Policy Context, Devolution
Strategy Objectives	
The Strategy Approach	
TSEC Policies	
Improving the Transport Network:	The Passenger Transport Network; Rural Transport Services; The Rail Network; The Cycle and Pedestrian Networks; Walking and Cycling for Leisure and Public Rights of Way; The Road Network; Freight Movements and Heavy Goods Vehicles; Improving Road Safety; Technology; Smarter Choices; Further Work to Develop the Transport Strategy for East Cambridgeshire; Funding; Prioritisation and Delivery of the Strategy Program; Monitoring and Review
Action Plan	

- 2.11 The updated Strategy has seven objectives which build upon the Cambridgeshire Local Transport Plan 3 objectives, East Cambridgeshire District Council objectives and Cambridgeshire County Council priorities. These ensure that the Transport Network and Transport Initiatives:

1. Supports the economy and acts as a catalyst for sustainable growth
2. Enhances accessibility
3. Improves road safety
4. Connects new and existing communities with jobs and services
5. Prioritises sustainable transport alternatives and reduces impact of congestion on these modes
6. Contributes to reducing transport's contribution to air quality missions in particular NOx, PM10 and PM2.5 - the main transport related pollutants
7. Encourages healthy and active travel and supports people's well-being

- 2.12 The Strategy has eighteen policies which are used to help the strategy approach and have been taken into account when schemes have been developed and will also be used when new schemes are developed in the future. These policies are linked to achieving the Strategy objectives and in summary include:

- Policy TSEC 1: Supporting Growth
 Policy TSEC 2: Accommodating demand in Ely

Policy TSEC 3:	Accommodating demand in East Cambridgeshire
Policy TSEC 4:	National Networks, trunk roads and rail
Policy TSEC 5:	Planning Obligations
Policy TSEC 6:	Transport Assessments
Policy TSEC 7:	Supporting sustainable growth
Policy TSEC 8:	Improving bus services and infrastructure
Policy TSEC 9:	Access to jobs and services
Policy TSEC 10:	Improving rail services
Policy TSEC 11:	Improving community transport services
Policy TSEC 12:	Encouraging cycling and walking
Policy TSEC 13:	Provision of new highway capacity
Policy TSEC 14:	New roads within development sites, or to provide access to development
Policy TSEC 15:	Road Safety
Policy TSEC 16:	Air quality, carbon emissions and human health
Policy TSEC 17:	Protecting the environment
Policy TSEC 18:	Integrated Transport

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

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

- The strategy refers to the growth identified in the East Cambridgeshire Local Plan. It includes a plan and tables identifying the growth figures for new housing and employment across the district in particular the large developments of Ely North and the Soham eastern expansion area.
- The strategy details the Ely Southern Bypass scheme and the benefits both strategically and locally for congestion, air quality and movement of vehicles on the local network.
- The outcomes of the A10 North Study being undertaken as part of the City Deal programme will need to be included in the final strategy.
- Section 2.8 outlines the TSEC objectives 1 which is key to achieving this priority.
- Section 2.9 outlines the TSEC policies 1 and 9 which are key to achieving this priority.

3.2 Helping people live healthy and independent lives

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

- The Transport Strategy or specifically the Action Plan of infrastructure that are delivered is critical in maintain accessibility to key services that enable people to live healthy and independent lives. The Transport Strategy has an emphasis on active travel which has many benefits in improving people's health.
- Section 2.8 outlines the TSEC objectives 2, 5 and 7 which are key to achieving this priority.
- Section 2.9 outlines the relevant TSEC policies which are key to achieving this priority and supports the schemes as outlined in the Action Plan.

3.3 Supporting and protecting vulnerable people

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

- The Transport Strategy objectives and policies support and protect vulnerable people. This is particularly relevant with regard to policies TSEC 15 Road Safety and TSEC 16 Air Quality, Carbon Emissions and Human Health. There are also schemes within the action plan that support and protect vulnerable people.
- Objectives 2, 3 and 6 particularly highlight this.

3.4 Appendix C of this report is a Community Impact Assessment of the Transport Strategy for East Cambridgeshire.

4. SIGNIFICANT IMPLICATIONS

Implications	Officer Clearance
<p><u>Resource Implications</u></p> <p>The schemes planned within the Action Plan of the Transport Strategy have significant cost implications but they are necessary to support the planned growth across East Cambridgeshire.</p> <p>Core capital funding for local transport schemes direct to local Highway Authorities has been cut significantly since 2010. The Transport Strategy recognises the current funding situation and explains this in more detail within the Funding section.</p> <p>The Transport Strategy document provides a policy basis against which the County Council can bid for funding for Transport Schemes from government and other bodies and for negotiation with developers for either the direct provision of or for contributions towards provisions of transport infrastructure and services.</p>	<p>There are no significant implications within this category.</p>
<p>Have the resource implications been cleared by Finance?</p>	<p>Yes Name of Financial Officer: Sarah Heywood</p>
<p><u>Statutory, Risk and Legal Implications</u></p> <p>The County Council as Local Highway Authority (LHA) has a statutory duty (Transport Act 2000 and Local Transport Act</p>	<p>There are no significant implications within this category.</p>

2008) to have a Local Transport Plan, this Transport Strategy sits under the umbrella of the Local Transport Plan.	
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
<u>Equality and Diversity Implications</u> The Community Impact Assessment of the Third Cambridgeshire Local Transport Plan has been reviewed and updated alongside the development of the Transport Strategy for East Cambridgeshire. (See Appendix C)	There are no significant implications within this category.
Are there any Equality and Diversity implications?	No Name of Officer: Tamar Oviatt-Ham
<u>Engagement and Consultation Implications</u> The Growth Delivery Joint East Cambridgeshire District Council /Cambridgeshire County Council Members Planning and Transport group have been involved in the development of the draft Transport Strategy. On the 25 June 2015 a Parish Forum allowed Parish Council to input suggestions for schemes in the action plan. The draft strategy underwent a six week consultation process on 29 th April 2016, as detailed in section 2.3. After the consultation the results of the consultation were presented to the Joint Planning and Transport Steering Group for East Cambridgeshire.	There are no significant implications within this category.
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Mark Miller
<u>Localism and Local Member Involvement</u> Please see the engagement and consultation implications section above.	There are no significant implications within this category.
Are there any Localism and Local Member involvement issues?	No Name of Officer: Paul Tadd

<p><u>Public Health Implications</u></p> <p>The Transport Strategy addresses health issues including, air quality, noise, accident reduction, access to health care and the health benefits of active travel. The Public Health team have also provided comments on this draft of the Strategy and if the Transport Strategy is approved for wider consultation the Public Health team will be a key stakeholder.</p> <p>A Public Health grant was used to procure the services and expertise of Living Streets in order to consult harder to reach groups as part of the consultation.</p>	<p>There are no significant implications within this category.</p>
<p>Have any Public Health implications been cleared by Public Health</p>	<p>Yes Name of Officer: Tess Campbell</p>

5. **SOURCE DOCUMENTS / BACKGROUND PAPERS**

There are no direct source documents for this report. The Transport Strategy for East Cambridgeshire has clear referencing and a reference section.

Appendix A Transport Strategy for East Cambridgeshire 2016

Final Draft

Transport Strategy and High Level Programme

DRAFT

Graham Hughes
Executive Director, Economy, Transport and Environment
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Shire Hall
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Executive summary

This document provides the strategy basis for transport measures in East Cambridgeshire along with an action plan of specific transport schemes. The strategy provides the context to housing and employment growth planned for East Cambridgeshire and goes on to develop objectives and policies which provide the framework for the development of an action plan of schemes. The document also provides information on the funding of the transport schemes within the action plan. The Strategy covers the period 2016-2031 and aligns with the timescales of the Cambridgeshire Local Transport Plan.

The strategy has been developed in partnership with East Cambridgeshire District Council and councillors from Cambridgeshire County Council and East Cambridgeshire District Council. A scoping consultation was carried out in the summer of 2014 which helped provide focus for the drafting of the strategy. In the summer of 2015 input regarding specific schemes was gained through attending a Parish Council Forum.

A draft strategy was produced and approved for public consultation by the Economy and Environment Committee at the County Council on the 3 December 2015. Following this a consultation was carried out in February and March 2016 the result of which have fed into this updated strategy. This strategy is being taken to the Economy and Environment Committee on the 10 November 2016 for consideration for adoption by the County Council.

Glossary of terms

Collision: an accident or driver error which can result in property damage and impact on health.

Community transport: transport options for people who have difficulty using conventional public transport.

Cycling infrastructure: shared use/ segregated cycle paths, cycle lanes

HGV: Heavy Goods Vehicle

JSNA: Joint Strategic Needs Assessment

LTP3: Third Local Transport Plan

LTTS: Long Term Transport Strategy

PROW: Public Rights of Way

TDP: Transport Delivery Plan

Walking infrastructure: footways/ walkways, pedestrian crossings, dropped kerbs etc.

1. Introduction

East Cambridgeshire is a mainly rural district located to the north-east of Cambridge. The district covers an area of 655km² and has a population of almost 81,000. There are three main settlements including the city of Ely and the market towns of Littleport and Soham. Approximately 45% of the district's population live in these settlements with the rest spread between approximately 50 villages.

The district benefits from an attractive rural environment, containing a variety of special landscape, natural and built heritage features. In a 2014 survey, East Cambridgeshire was ranked in the top 40 districts in the UK for quality of life¹. In recent years, East Cambridgeshire has experienced considerable population and housing growth due to its location within a growth area, owing largely to the success of the Cambridge economy. In turn there are high levels of out-commuting to jobs in the Cambridge area despite an increase in vacancies locally. While the pace of growth has slowed, the district remains the fastest growing in Cambridgeshire.

East Cambridgeshire District Council adopted its Local Plan in April 2015². The plan sets out the expected number of new jobs and homes for the area. This document should be read alongside the Local Plan to appreciate the full context of the strategy. The Local Plan has a target of delivering 11,500 dwellings and 9,200 additional jobs in the local plan period which runs to 2031. At a full council meeting in July 2015³ East Cambridgeshire District Council took the decision to review the Local Plan, the reasons for the review and timescales are given in more detail in the Land use Planning and the Growth Agenda section of this document.

The purpose of this transport strategy is to:

- Provide a detailed policy framework and programme of transport schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-31 (LTP3).
- Support the East Cambridgeshire Local Plan, and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.

This strategy is intended to provide the local context of Cambridgeshire's Local Transport Plan and has been developed to cover the period 2016-2031 until the next review of the Local Transport Plan. The Action Plan included at the end of this document will remain a 'live' document and will be updated when required.

While the strategy covers the district of East Cambridgeshire it also considers the transport beyond the district boundaries from the ring of towns around Cambridge, especially as a significant amount of the population looks to Cambridge and Newmarket as service centres. In addition to the detailed consideration of the Local Plan period to 2031, the strategy looks beyond this, and considers how the transport network and trip making patterns may develop in the longer term.

¹ <http://www.thisismoney.co.uk/money/mortgageshome/article-2880889/The-50-best-places-live-UK-Hampshire-district-retaining-Hart-retains-spot.html>

² <http://www.eastcambs.gov.uk/local-development-framework/east-cambridgeshire-local-plan>

³ <http://www.eastcambs.gov.uk/meetings/council-16072015>

Many of the measures in this strategy are intended to help facilitate and support new development. As such, developers will be expected to contribute to the delivery of the strategy measures by way of contributions through the appropriate channels, namely through the Community Infrastructure Levy (CIL), Section 106 (S106) Agreements for measures specific to a site and direct delivery of measures where appropriate.

DRAFT

East Cambridgeshire District

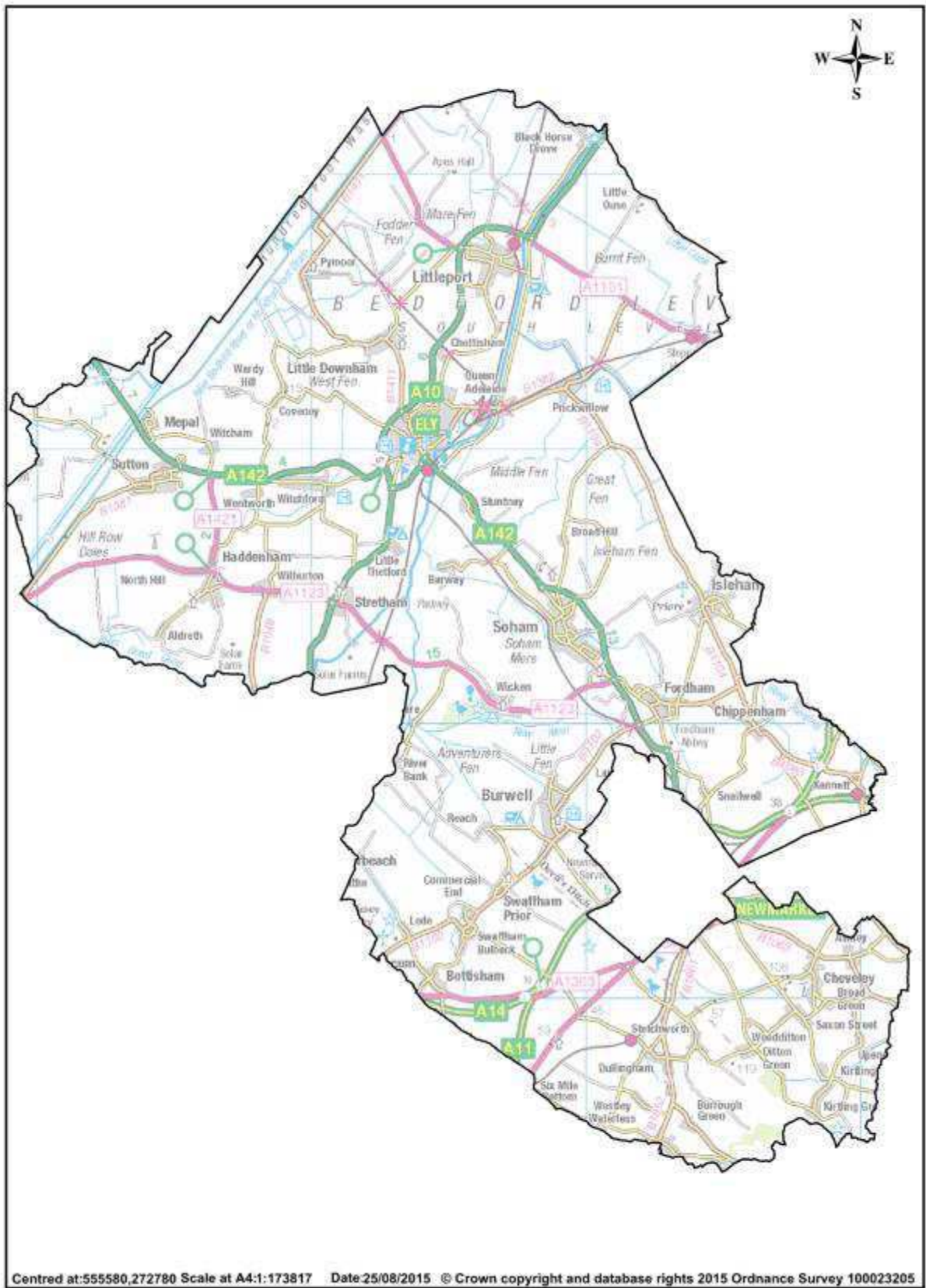


Figure 1: Road and Rail networks in East Cambridgeshire. (Source: Cambridgeshire Long Term Transport Strategy)

Strategy Development

The Transport Strategy for East Cambridgeshire was developed following a scoping exercise undertaken in the summer of 2014 and consultation with officers at the district and county council. In early 2016, the draft strategy was presented to the general public for consultation, and people were asked for their views on the strategy objectives, policies and action plan of schemes. Following the comments from the consultation, the strategy was updated, and a report summarising the main results has been appended to this strategy.

The strategy will not be set in stone; it will be subject to monitoring and review throughout its lifetime. Review of the strategy will be undertaken when needed and may be triggered by a number of factors:

- Changes in the land use planning context set by the Local Plan.
- Changes in other relevant policy areas.
- Changes in the funding environment for transport infrastructure and services.
- Review of how successful interventions have been in addressing problems, and any changes to the strategy necessary to address problems or to reflect and seek to replicate successes.

The action plan is a live document that will be reviewed and rolled forward on a regular basis in line with the approach and policies set out in this strategy. The action plan contains an outline programme of improvements to 2031 and it is aligned with the sequence of development proposed in the Local Plans.

The action plan will be updated and reviewed regularly by the Joint East Cambridgeshire District Council and Cambs County Council Member and Officer Steering Group for Planning and Transport to ensure the schemes and measures are progressed in relation to priority, and as funding opportunities arise. The group will also oversee the further development of the action plan, which will involve work with local stakeholders to populate the more local interventions across East Cambridgeshire. Officers from neighbouring Local Authorities have been consulted on this Strategy and will continue to be involved as projects develop.

Scope of the strategy

The strategy:

- Covers the East Cambridgeshire District. It will also consider neighbouring areas where there is a strong transport or economic link.
- Considers all modes of transport used for local trips, including trips on the trunk and principal road and motorway network some of which is managed by Highways England, and the rail network managed by Network Rail.
- Identifies interventions to address current problems on the transport network.
- Takes account of jobs and housing growth planned in East Cambridgeshire and in surrounding Districts in the period to 2031 and identifies interventions to provide for the transport demands of that growth.

- Supports interventions that will minimise the need to travel.
- Seeks to contribute to health outcomes and build on the evidence base of the Joint Strategic Needs Assessment (JSNA) findings to improve health and wellbeing
- The strategy recognises the importance of the built environment, heritage and street scape and the need to take this into account as transport schemes are developed- particularly in Ely, Littleport, Soham and the villages of East Cambridgeshire. It also recognises that the built environment can be a key constraint when transport schemes are being developed.
- Recognises that the dispersed rural population of East Cambridgeshire and the growing population of settlements looking towards Cambridge bring different challenges and different solutions.

The strategy sets out what needs to be done to ensure that the transport network can continue to provide for local transport needs, and that new transport provision keeps pace with economic, housing and employment growth in the county. It focuses on enhancing the links between key destinations and centres of employment and growth. It seeks to enhance accessibility, especially for residents living in more rural parts of the district.

The strategy reflects that as East Cambridgeshire is a largely rural district, it has many areas where the private car is always likely to remain the dominant form of transport for journeys longer than local trips. However, with growth focused on Ely, Littleport and Soham the opportunities for use of rail services, walking and cycling for more trips will increase. The strategy therefore looks to facilitate access to rail services as a means to commute into work. A comprehensive pedestrian and cycle network will also provide for many more trips by foot or by bike, and will complement the rail network.

The strategy acknowledges various capacity constraints on the strategic and primary road networks, and identifies ways of resolving these in the long term. It also identifies local highways issues that are of concern to residents.

Vision

This document supports the Cambridgeshire Local Transport Plan vision of:

“Creating communities where people want to live and work: now and in the future”



Photo – Ely Marketplace

2. Planning and wider context

Land use planning and the growth agenda

This strategy has been developed taking into account the Adopted Local Plan for East Cambridgeshire (2015). The Local Plan sets out the Local Planning Authority's (East Cambridgeshire District Council) policies for the development and use of land in their area.

East Cambridgeshire District Council began a process of review of the Local Plan in 2010, in response to the Government's abolition of top-down regional housing targets (in the Regional Spatial Strategy), the Government's commitment to 'localism' and the National Planning Policy Framework (NPPF). In compliance with the NPPF, they take account of the evidenced need for development to cater for forecast demographic changes and economic activity. The plans for East Cambridgeshire also take account of the ability of existing infrastructure to cope with growth, and the ability to provide new infrastructure to serve the development.

Economic growth in East Cambridgeshire continues, and jobs growth in the area remains strong. The attractiveness of Cambridgeshire as a place to live combined with this growth has led, over the years, to high house prices and to many people who work in the area being unable to afford to live in the area. Housing allocations contained in the Local Plans will go some way to rebalancing local supply and demand.

Housing, Population and Employment Numbers

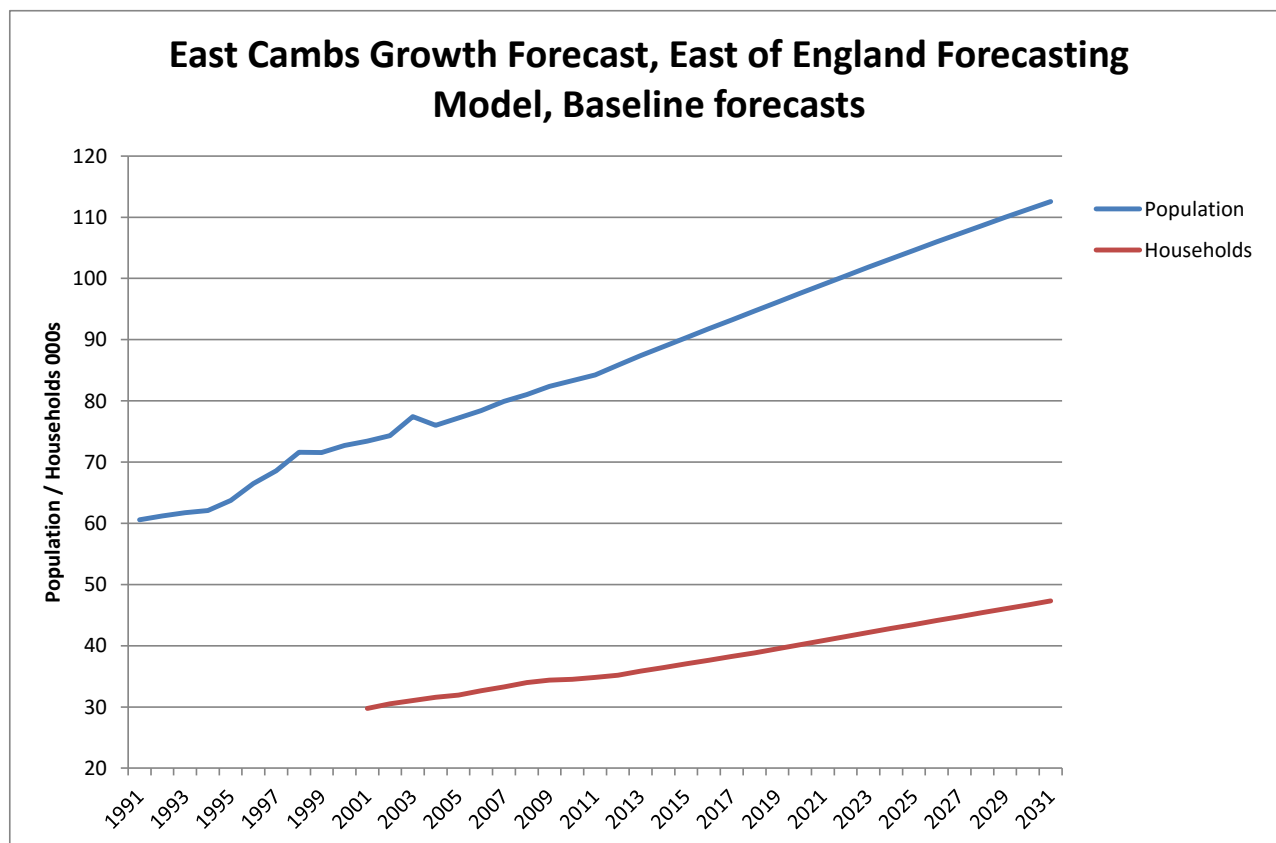


Figure 2: Predicted growth in East Cambridgeshire. Data source EEFM 2013:
<http://www.cambridgeshireinsight.org.uk/eefm>

The Local Plan is important in itself in locating new development in sustainable locations which mean that the need to travel in the first place is either reduced or removed. The provision of infrastructure such as high speed broadband is crucial in this respect to enable people to work from home or in other remote locations. Funding has been secured to accelerate the roll-out of high speed broadband across the area.

However, if growth is to occur in the area, the transport network must be capable of dealing with it sustainably. The Transport Strategy for East Cambridgeshire should be read alongside the Local Plan.

District	Housing Growth	Jobs Growth
Cambridge	14,000	
South Cambridgeshire	19,000	
East Cambridgeshire	11,500	9,200
Fenland	11,000	Rest of Cambridgeshire 61,800
Huntingdonshire	17,000	
Cambridgeshire Total	72,500	71,000
Forest Heath- Single Issue Review⁴	7,000-7700	7,300
Kings Lynn and West Norfolk⁵	16,500 (2001-2026)	66 hectares of employment to be allocated between 2010-25

Table 1: Housing and Employment Growth in Cambridgeshire 2011-31 and other neighbouring districts

Source: East Cambridgeshire local plan and other districts local plans

East Cambridgeshire has an agreed target to deliver a total of 11,500 dwellings between 2011 and 2031; however the latest published projections indicate that an estimated 12,000 dwellings could come forward during this timeframe. A minimum of 9,200 jobs are agreed to be required in East Cambridgeshire throughout the Local Plan period. Using methods outlined in the 2015 Local Plan document, this equates to approximately 70 hectares of land as a minimum requirement however additional land has been allocated for a number of reasons as set out in the document. Tables 2 and 3 provide more detail for how and where housing and employment are likely to be delivered in East Cambridgeshire over the Local Plan period.

Figure 3 shows the key allocations on a map

Location	Completions 2011/12-2012/13	Outstanding commitments as at 1.4.13	Large potential sites	Small windfall sites	Specific rural sites	Allocations	TOTAL
Market towns	458	950	315	241	0	5,849	7,782
<i>Ely</i>	95	145	56	68	0	3,679	4,043
<i>Soham</i>	260	256	40	114	0	1,620	2,290
<i>Littleport</i>	103	549	188	59	0	550	1,449
Villages	200	321	276	421	70	659	1,947
Rural windfall estimates	-	-	-	471	-	-	471
Broad locations	-	-	-	-	-	-	1,800
Total	658	1,271	560	1,133	70	6,508	12,000*

*Using the latest published projections, an estimated 12,000 dwellings could come forward in the Local Plan timeframe, exceeding the minimum agreed level of provision.

Table 2: Summary of estimated housing supply 2011-31 Source: East Cambridgeshire Local Plan 2015

⁴ http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm

⁵ https://www.west-norfolk.gov.uk/info/20092/core_strategy

Settlement	Outstanding commitments*	Allocations identified in the Core Strategy	'New' allocations	Total allocations (hectares)	TOTAL hectares
Ely	19.42	40.5	20.52	61.02	80.44
Soham	1.54	11	8	19	20.54
Littleport	1.93	4.77	8.6	13.37	15.3
Bottisham	0.23	1	0.2	1.2	1.43
Burwell	-0.65	5.5	-	5.5	4.85
Haddenham	-0.12	-	0.8	0.8	0.68
Sutton	16.38	-	-	-	16.38
Fordham	0.66	7	29.5	36.5	37.16
Isleham	0.01	-	1	1	1.01
Pymoor	0.56	-	-	-	0.56
Swaffham Prior	-	-	1	1	1
Burrough Green	-	-	-	-	0
Stretham	-0.08	-	-	-	-0.08
Cheveley	0.09	-	-	-	0.09
Wicken	-0.42	-	-	-	-0.42
Witchford	0.77	-	-	-	0.77
TOTAL	40.32	69.77	69.62	139.39	179.71 ha

Table 3: Summary of estimated B1/B2/B8 employment land supply 2013-31 (hectares) Source: East Cambridgeshire Local Plan. 2015 *The figures exclude Lancaster Way Business Park and the Octagon Business Park which have previously gained permission but are allocated in this Local Plan.

It should be noted that as East Cambridgeshire District Council are developing an emerging Local Plan the above figures will be updated. In January 2016 a report titled East Cambridgeshire Objectively Assessed Housing Needs⁶ was published. This updated the housing need in East Cambridgeshire and highlights this as being 14,300 dwelling between 2014 and 2036 (650 dwellings per annum).

Forest Heath District Council have recently consulted on their single issue review of Core Strategy Policy CS7⁷ Overall Housing Provision. The consultation sets out two options for the level of housing development across the district. The consultation ended in July 2016. Following the consultation a final draft will be prepared which the Council will submit to the Secretary of State for an independent planning examination late in 2016.

⁶ http://www.eastcambs.gov.uk/sites/default/files/ECDC_OAN-Update_08-02-2016.pdf

⁷ http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm

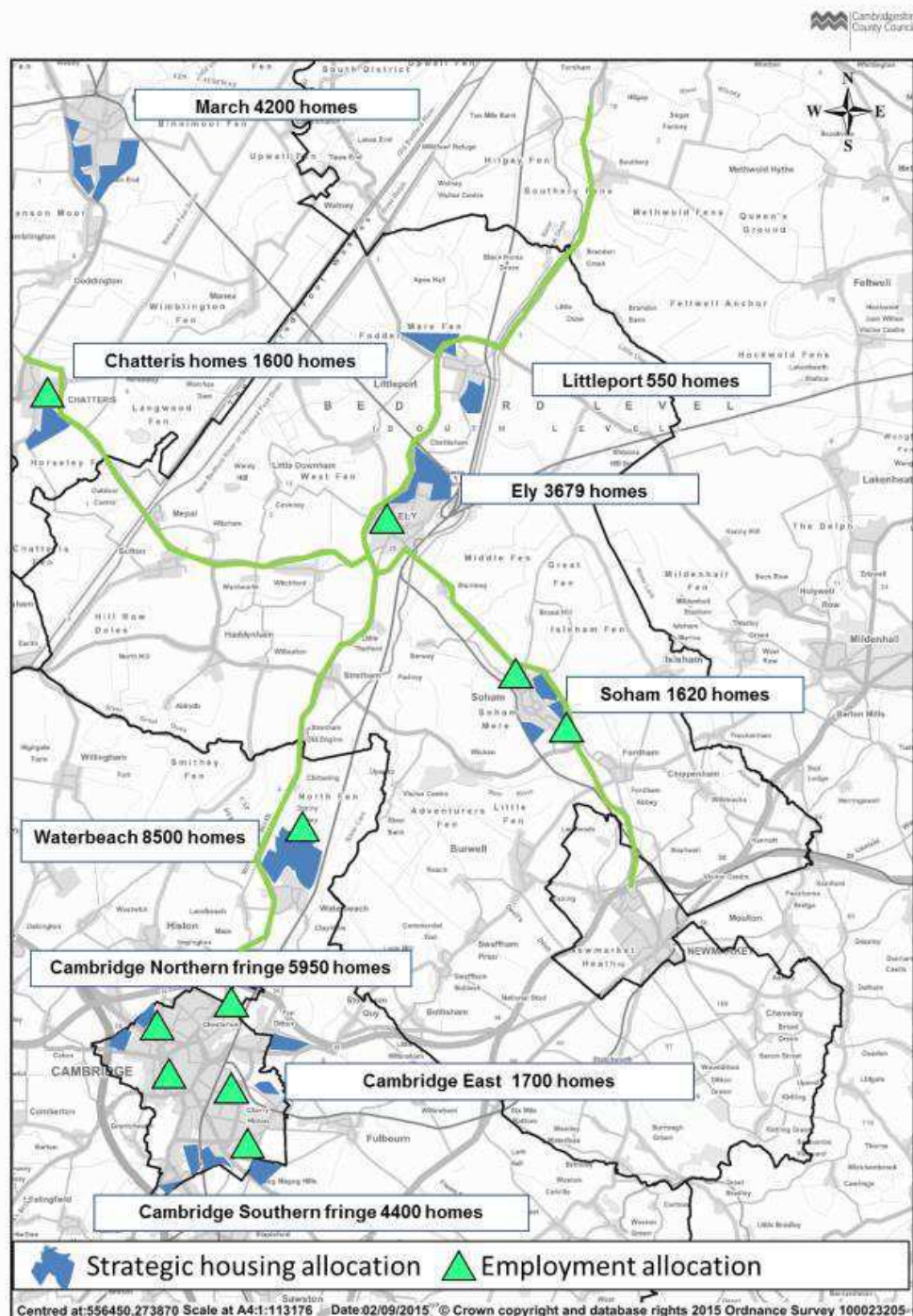


Figure 3: Location of Planned Employment and Housing Growth

Transport Infrastructure within the Local Plan

The Local Plan provides a list of the key infrastructure requirements within the district. It is noted that the list is not exhaustive. The transport related infrastructure is listed below:

- Highway improvements associated with the development of North Ely
- Ely Southern Bypass
- Dualling of the A10 between A142 Witchford Road and A142 Angel Drove
- Improvements to Queen Adelaide Way
- Improvements to the junctions of the A14/A142 and A14/A10

- Capacity and junction improvements to the A10
- Development of Soham Railway Station
- Improvements to Ely Railway Station (passenger transport interchange, improved pedestrian and cycle access and increased car and cycle parking) and Littleport Railway Station (increased car parking)
- Improved rail and bus services
- Improvements to pedestrian and cycle networks within and between settlements

Policy COM7: Transport Impact- from East Cambridgeshire Local Plan 2015

Development should be designed to reduce the need to travel, particularly by car and should promote sustainable forms of transport appropriate to its particular location. Opportunities should be maximised for increased permeability and connectivity to existing networks.

Development proposals shall:

- Provide safe and convenient access to the highway network
- Provide a comprehensive network of routes giving priority for walking and cycling
- Protect existing rights of way or allow for agreed diversions in exceptional circumstances
- Consider the travel and transport needs of people with disabilities
- Accommodate the efficient delivery of goods, supplies and services
- Be capable of accommodating the level/type of traffic generated without detriment to the local highway network and the amenity, character or appearance of the locality
- Be accompanied by a Transport Statement where appropriate; or if the proposals are likely to result in significant transport implications, be accompanied by a Transport Assessment. The coverage and detail of this should reflect the scale of development and the extent of the transport implications
- Be accompanied by a Travel Plan for residential and non-residential developments that are likely to generate significant amounts of traffic
- Within g and h indicate any steps to mitigate impacts relating to noise, pollution, amenity, health, safety and traffic

Transport schemes that are required to support the deliverer of the local plan will be incorporated into the action plan of the transport strategy.

East Cambridgeshire Local Plan Review

A decision was taken at an East Cambridgeshire District Full Council meeting in July 2015⁸ that the Local Plan should be reviewed. It was noted that the current Local Plan will form the basis of determining planning applications for the next few years. More information regarding the Emerging East Cambridgeshire Local Plan is available online⁹. It is possible that the Action Plan of the Transport Strategy may need to be updated to support the Emerging East Cambridgeshire Local Plan.

⁸ <http://www.eastcambs.gov.uk/meetings/council-16072015>

⁹ <http://www.eastcambs.gov.uk/local-development-framework/local-plan-review>

Traffic growth and the impact of new development

Traffic modelling of the growth proposals set out in the East Cambridgeshire Local Plan indicates that the level of growth in the 2031 model will cause greater levels of congestion than are experienced today in and around Ely.

Modelling that has been carried out in East Cambridgeshire investigated a range of different growth scenarios and looked at the impact these would have on travel demand and therefore the predicted levels of congestion. There are two transport models that cover Ely, these are the Cambridgeshire Sub-Regional Model (CSRM) and the Ely Simulation Traffic Assignment Model (SATURN) model which covers Ely in the most detail and the network extends as far as Littleport in the north, Soham and Stretham in the south and Witchford in the west, it also includes roads such as the A10 and A142.

The modelling reports are available online¹⁰ and offer details into the different growth scenarios that have been modelling to show the potential impact of different levels of growth on traffic flows. All the inventions and growth scenarios that were modelled cannot be summarised within this strategy but the following Figure 4 highlights the increase in flows between the 2011 base and the 2031 Local Plan scenario (this scenario assumes the Ely Southern bypass is open).

¹⁰ <http://www.eastcambs.gov.uk/sites/default/files/mpvol1.pdf>
<http://www.eastcambs.gov.uk/sites/default/files/mpvol2.pdf>
<http://www.eastcambs.gov.uk/sites/default/files/mpvol3.pdf>
[http://www.eastcambs.gov.uk/sites/default/files/Transport%20Modelling%20Report%20\(oct12\).pdf](http://www.eastcambs.gov.uk/sites/default/files/Transport%20Modelling%20Report%20(oct12).pdf)

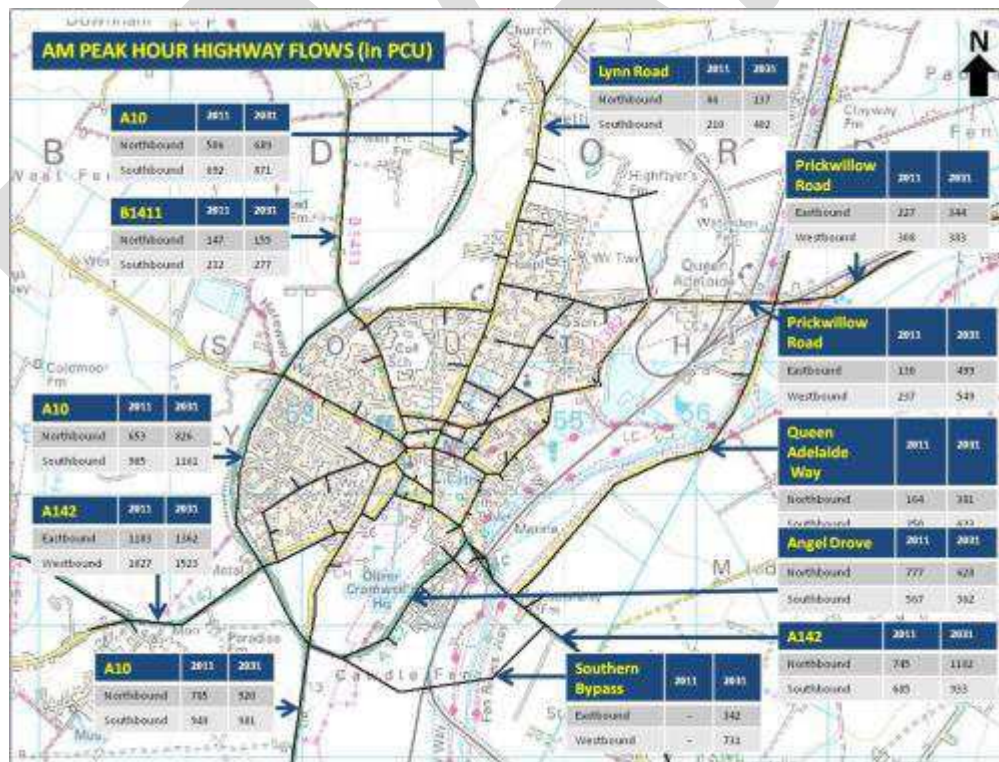
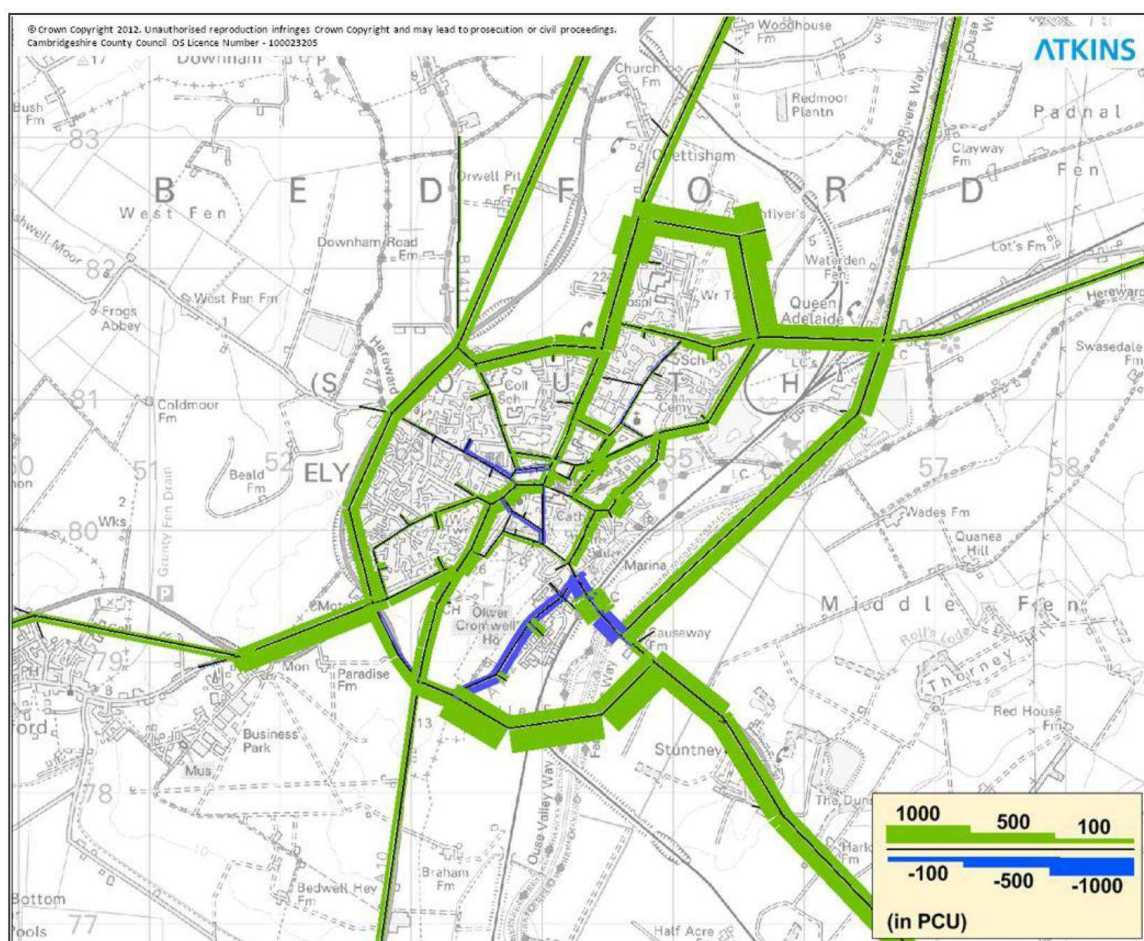


Figure 4: Changes in highway link flows in the morning peak between 2011 and 2031. Source: East Cambridgeshire Local Plan Transport Test (October 2012).

The traffic modelling carried out shows that measures will be required to address/accommodate growth. As a result a package of measures was tested and it was found that these would have a beneficial effect by helping to reduce some of the predicted car growth and associated congestion.

Measures modelled as part of Ely Modelling Study (2009)

- Dual the section of the A10 between the A142 Witchford Road and A142 Angel Drove roundabouts, Provision of a cycle bridge over A10 with upgraded bridle way link to Lancaster Way.
- Close High Barns to through traffic just south of Kings Avenue, providing a less congested route for a new shuttle bus service between Ely northern expansion and the Rail Station / Tesco's to encourage mode shift to public transport. Proposal includes bus gate on Brays Lane and signal control at the junction of Kings Avenue / Lynn Road.
- Removal of on-street parking on Lynn Road to allow for a cycle lane southbound from just south of Cam Drive up to Deacons Lane. Allocate space for lane turning into Deacons Lane. Extend 2 lane approach to Nutholt Lane.
- Pedestrianisation of High Street and Market Street
- Improvements to Queen Adelaide Way – junction improvements with A142 and new link with Prickwillow Road

The package would also mitigate some of the implications of this growth through increasing the modal shift and number of non-car trips within the area. However, despite these improvements there will be a growth in car traffic and further demand management and smarter travel measures will be necessary to help reduce car growth even further. The strategy recognises the main service centres in the district and neighbouring areas as being Ely, Littleport, Soham, Newmarket, Cambridge and Bury St Edmunds.

As the local highway authority, the County Council has the responsibility of evaluating the potential transport impacts of new development proposals. Where necessary this may include securing of mitigation measures to avoid unacceptable or “severe” impacts.

Key Transport Issues in the District

Below are the key transport issues that have been identified in the district. In no particular order, these are:

- Limited highway capacity
- Missing links on the walking and cycling network
- Impact of HGVs on villages
- Availability of public transport in rural areas
- Improving the transport network without having a negative impact on the historic and natural environment can be difficult
- Dispersed rural communities mean that addressing transport needs sustainably can be difficult due to distances travelled
- Road safety issues associated with rural roads
- Access to Cambridge can be difficult during peak times
- Limited rail capacity
- Climate change impacts on transport infrastructure

Transport Policy Context

A number of additional policies have been referenced in the preparation of the Strategy. These have been summarised below.

The Third Cambridgeshire Local Transport Plan¹¹

The Third Cambridgeshire Local Transport Plan (LTP3) covers the period 2011-2026 and demonstrates how our policies and plans for transport will contribute towards the County Council's vision- creating communities where people want to live and work: now and in the future. It provides a framework for this strategy, setting out the policies and strategies necessary to ensure that planned large-scale development can take place in the county in a sustainable way. It should be noted that noise is highlighted as an issue in LTP3

This strategy looks to apply the LTP's overarching policies and objectives at a local level whilst reflecting the local needs and views. The LTP is a live document and will be updated to incorporate the TSEC, which will be adopted as part of the LTP3 suite of documents, which inform the Transport Delivery Plan¹².

Cambridgeshire Long Term Transport Strategy¹¹

The Cambridge Long Term Transport Strategy (LTTS) details how the transport network will be developed to:

- Support sustainable growth across Cambridgeshire to 2031 in accordance with Local Plans
- Consider longer term aspirations in support of sustainable growth to 2050
- Support the Greater Cambridge Greater Peterborough Growth Prospectus

The LTTS provides a clear policy basis for investment decisions for strategic transport policies which support sustainable development and continued economic prosperity. It links the delivery of transport infrastructure and services that are required to enable and provide

¹¹ http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies

¹² http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

for planned growth to the delivery of that growth, and will be used to secure funding to deliver our transport priorities.

It contains an Action Plan setting out the infrastructure requirements for development over time and will provide an evidence base and build a case for improvements to the rail network and other infrastructure.

The Rights of Way Improvement Plan¹³

The Rights of Way Improvement Plan (ROWIP) was adopted in 2006 as part of the Cambridgeshire Local Transport Plan 2006-2011. The Plan was formulated following considerable research, data gathering and extensive public and stakeholder consultation with the Local Access Forum playing a key part in the plan's development. The Plan is well used and has been invaluable to helping to bring improvements to the rights of way network and enhancing countryside access.

The updated ROWIP has now been adopted following consultation in late 2015. The update to the ROWIP summaries the progress made since it was adopted in 2006 and sets out future challenges for rights of way and countryside access to 2031 in the form of updated Statement of Action. This update to ROWIP forms part of the third iteration of the Local Transport Plan LTP3.

Cambridgeshire Health and Wellbeing Strategy 2012-2017

Good health and wellbeing is fundamental to enable us to live an active and fulfilled life and play a role in our local communities. In Cambridgeshire, we are fortunate to live in a part of the country where the health of local people is generally better than the England average. Whilst this is encouraging, it can mask some real challenges and marked differences between communities. We know that some local people experience significant disadvantage and inequalities in health, and it is the aim of the Health and Wellbeing Board to improve the health of the worst off fastest.

The Health and Wellbeing Strategy¹⁴ focuses on six proprieties to improve the physical and mental health and wellbeing of Cambridgeshire residents. These include:

1. Ensure a positive start to life for children, young people and their families.
2. Support older people to be independent, safe and well.
3. Encourage healthy lifestyles and behaviors in all actions and activities while respecting people's personal choices.
4. Create a safe environment and help to build strong communities, wellbeing and mental health.
5. Create a sustainable environment in which communities can flourish.
6. Work together effectively.

Cambridgeshire and Peterborough Road Safety Partnership Strategy 2015-2020

The Cambridgeshire and Peterborough Road Safety Partnership (CPRSP) has produced a 5 year strategy which details the vision to prevent all road deaths across Cambridgeshire

¹³ <http://www.cambridgeshire.gov.uk/ltp>

¹⁴ http://www.cambridgeshire.gov.uk/info/20004/health_and_keeping_well/548/cambridgeshire_health_and_wellbeing_board

and Peterborough and to significantly reduce the severity of injuries and subsequent costs and social impacts from road traffic collisions. The following groups have been identified as the key priorities for intervention at the outset of this strategy:

- Collisions involving young people
- Collisions involving pedal cycles
- Collisions involving motorcycles
- Collisions on rural roads (including inappropriate speed)

As part of this partnership we will work to improve road safety in East Cambridgeshire to achieve the three targets adopted by CPRSP to achieve this vision:

- To reduce the number of people killed or seriously injured (KSI) in collisions by at least 40% by 2020.
- To reduce the number of children killed or seriously injured in collisions by at least 40% by 2020.
- To reduce the number of cyclists and pedestrian killed or seriously injured in collisions by at least 40% by 2020.

Cambridgeshire Green Infrastructure Strategy 2011

Green Infrastructure is part of our natural life-support system. It is the network of natural and man-made features such as open spaces, woodlands, meadows, footpaths, waterways and historic parks, which help to define and to link the communities with each other and to the surrounding landscape.

In 2011, the Cambridgeshire Green Infrastructure Strategy 2011¹⁵ was published. This Strategy is designed to assist in shaping and coordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future.

East Cambridgeshire forms Strategic Area 4 for Eastern Fens and Towns, and is focused on the three market towns of Ely, Littleport and Soham and their surrounding Fenland landscape as well as the navigable Ely Ouse River.

Transport and Health

Transport can have a major impact on health both positive and negative. Both the Third Cambridgeshire LTP¹⁶ and the Transport and Health JSNA (Joint Strategic Needs Assessment)¹⁷ highlight the factors that can have a positive and negative impact. Appendix A provides a summary of the Joint Strategic Needs Assessment (JSNA).

The JSNA focused on three priority areas where transport impacts health:

- Air pollution
- Active transport
- Access to transport

The key findings are as follows:

¹⁵http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/344/protecting_and_providing_green_space

¹⁶ <http://www.cambridgeshire.gov.uk/ltp>

¹⁷ <http://www.cambridgeshireinsight.org.uk/JSNA/Transport-and-Health-2014/15>

Air pollution

There are hot spots in Cambridgeshire caused by traffic-related pollution, especially in busy urban areas and around arterial and trunk roads such as the A14.

It has been estimated that there were 257 deaths attributable to air pollution in Cambridgeshire in 2010 and that over 5% of Cambridgeshire's population mortality is attributed to air pollution. Air pollution also impacts respiratory and cardiovascular hospital admissions and incidence of respiratory disease. There are higher levels of nitrogen dioxide in the winter months and peaks of larger particulate matter in the spring, which may lead to seasonal health impact.

Small particulates from traffic and other sources can also get into buildings contributing to poorer indoor air quality. Although concentrations of pollutants are lower in level than in ambient (outdoor) air pollution, people spend most of their time indoors and therefore receive most of their exposure indoors.

Several options for addressing air pollution in Cambridgeshire were identified:

- Lower emission passenger transport fleet (e.g. buses and taxis) and traffic restraint.
- Modal shift from cars to walking and cycling.
- Further investigation into the potential for reducing specific person exposure including: Text alerts to vulnerable patient groups; monitoring measures to improve indoor air quality especially in newer office buildings; Better use of health evidence when assessing the populations exposed in new developments; Further understanding around the seasonal impact of air pollution and potential measures that could reduce this.

Active Travel

Active travel to and from work, and in the course of work, is a good way for many people to get active and work towards the 30 minutes a day target. Increasing physical activity reduces all-cause mortality and reduces ischemic heart disease, stroke and dementia. Those that are most inactive benefit the most, with even small increases in walking and cycling helping health.

In general, the proportion of people who use active transport for work decreases with distance and most notably in those that walk, although cycling rates do not decline until the trip is longer than 5km (3.1 miles).

Traffic cordon data shows that walking is more common in the market towns and cycling more common in Cambridge City. In Cambridgeshire, nearly 60% of primary school children walk to school, but only 35.3% of secondary school children do. Cycling is much less popular with only 6.7% of primary school and 15.5% of secondary school children cycling to school. Car trips still account for 26.4% of primary school trips and 10-15% of secondary school trips.

Potential next steps should therefore focus on the following concepts:

- Improving safety and perception of safety – addressing issues around immediate environments of cycle and walkways to encourage walking and cycling.
- Infrastructure - providing the right physical environment for people to walk and cycle especially focusing on reducing the distance by bicycle or walking compared to other modes of transport.
- Culture - tackling the different barriers that prevent people being active, taking into account social and economic inequalities, age and disability and understanding the cultures of those who will benefit the most.
- Further assessment of data and intelligence - to enable targeting of initiatives.

Access to transport

The availability and accessibility of means of transport is important as an enabler of access and travel to services and social opportunities.

Factors that may make people vulnerable to transport barriers include:

- Those who may be socially excluded (or in lower socioeconomic groups)
- Those living in rural areas
- Those without cars or stopping driving
- Those lacking the knowledge or skills and confidence to use available modes of transport

There is international evidence to suggest that transport barriers are a contributory cause of missed and cancelled health appointments, delays in care, and non-compliance with prescribed medication. These forms of disrupted and impaired care are associated with adverse health outcomes.

The economic costs (time and money) of accessing health care are borne by those with the highest attendance of health services due to the nature of their conditions, and travelling the furthest distances. There is evidence that making these journeys, and parking in particular, incurs some stress and anxiety.

There is considerable complexity in planning and making journeys by public and community transport in Cambridgeshire. There are wider access issues in reaching and benefitting from public and community services, including the distance to bus stops and using buses, frequency of services, and the cost of journeys. The limited options on destinations and times of services, or the necessity of making advance bookings for other services, do not fully meet peoples' desires or needs to get out and about. This can hamper timely and appropriate travel to health care.

Community transport schemes provide an important contribution to journeys to health services, particularly to hospital appointments. Many schemes report concerns about meeting increasing demands on their services.

Through the JSNA process stakeholders have identified several options for addressing transport disadvantage in Cambridgeshire:

- A system-level perspective on health and transport planning
- The exploration of additional bus provision or novel alternatives to increase the levels of non-private transport options
- Alternative models of supporting health, benefitting from opportunities such as integrated care and tele-health and digital solutions in reducing need to travel to health services
- Further analysis of travel to GP practices and other forms of health services, including out of hours' services, and more detailed qualitative inquiry work with local residents who face transport barriers in travelling to health services.

Devolution

The Government is talking to councils across the UK about devolution. Devolution is when some powers, responsibilities and funding are transferred from central government to local areas. This means that more decisions could be decided locally by a combined authority, made up of existing authorities. The combined authority could make decisions on the following things: housing, transport and major infrastructure projects.

The Cambridgeshire and Peterborough devolution proposal includes forming a Combined Authority that would include the following organisations – Peterborough City Council, Cambridgeshire County Council, Fenland District Council, Huntingdonshire District Council, East Cambridgeshire District Council, South Cambridgeshire District Council, Cambridge City Council and the Greater Cambridge Greater Peterborough Local Enterprise Partnership.

The proposal is currently being considered by central government. Key aspects of the proposal related to transport in East Cambridgeshire include:

- A new £20 million annual fund for the next 30 years (£600 million) to support economic growth, development of local infrastructure and jobs
- Transport infrastructure improvements such as the A14/A142 junction, upgrades to the A10 as well as Ely North Rail Junctions
- Rail improvements including a new station at Soham (new rolling stock, improved King's Lynn, Cambridge, London)

Central government says that in order to secure a devolution deal and the decision making powers and funding that come with it there must be a combined local authority with a single person in charge usually referred to as a mayor.

Views from the public were sought on devolution for Cambridgeshire and Peterborough in early summer 2016. The current proposal is to hold an election for the combined authority mayor in May 2017. More information on the Cambridgeshire and Peterborough devolution deal is available online¹⁸.

¹⁸ <http://www.cambridgeshire.gov.uk/devolution>

3. Strategy Objectives

Seven objectives have been set for this strategy, in no particular order these are:

Ensure that the Transport Network and Transport Initiatives;

1. Supports the economy and acts as a catalyst for sustainable growth
2. Enhances accessibility
3. Improves road safety
4. Connects new and existing communities with jobs and services
5. Prioritises sustainable transport alternatives and reduces impact of congestion on these modes
6. Contributes to reducing transport's contribution to air quality emissions in particular NOx, PM10 and PM2.5 – the main transport related pollutants
7. Encourages healthy and active travel and supports people's well-being

Table 4: The Strategy Objectives

The Strategy Objectives build on those of the Local Transport Plan 3, East Cambridgeshire District Council objectives and also Cambridgeshire County Council priorities. The main objectives of Cambridgeshire County Council are shown in the figure below:

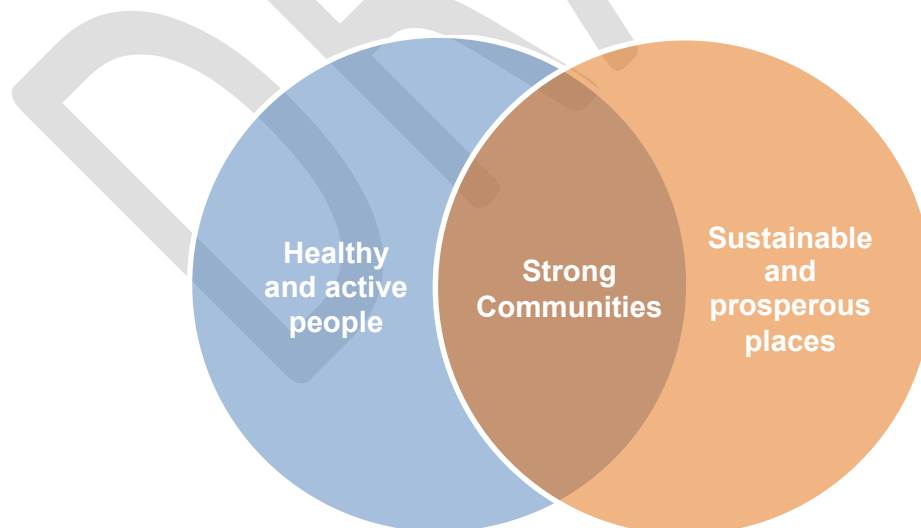


Figure 5: Cambridgeshire County Council main aims for Cambridgeshire

East Cambridgeshire District Council corporate objectives are:

- To be financially self-sufficient and provide services driven by and built around the needs of our customers
- To enable and deliver commercial and economic growth to ensure East Cambridgeshire continues to be a place where people want to live, work, invest and visit.

The East Cambridgeshire District Council Corporate Plan 2015-2019 includes two transport related priorities improving local transport to make it easier to get around the district and do business and improving infrastructure.

Some schemes identified in this strategy are also commitments in the Corporate Plan 2015-2019.

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4. The Strategy Approach

The Strategy approach has been used to develop schemes in the action plan. The policies within the strategy also help to support the strategy approach and have been taken into account when schemes have been developed and will also be used when new schemes are developed in the future.

Mode	Strategy Approach:
Public Transport	<ul style="list-style-type: none"> • Connect major engines of growth along main transport corridors, including rail links in the district, A10 and A142 • Minimise need for interchange • Improve interchange between modes of transport where necessary • Work with developments – request financial contribution to public transport where appropriate • Encourage the use and uptake of public transport by measures including: personalised travel planning, smarter choices promotion, education and technology • Technology- ensure information about travel options easily available
Rail	<ul style="list-style-type: none"> • Build case for opening new stations and new routes • Support capacity, frequency and journey times improvements • Enable sustainable access to stations
Rural	<ul style="list-style-type: none"> • Rolling programme of review for rural bus services • Support community transport solutions
Cycling and Walking	<ul style="list-style-type: none"> • Investment in cycle and pedestrian network and linking communities- understanding both the transport and leisure benefits • Enhancing, improving and adding to network • Enhance and develop the network around key destinations in rural areas • Comprehensive longer distance network across district • Enhance cycle parking • Ensure new developments provide high quality linkages • Encourage walking and cycling by measures including: personalised travel planning, smarter choices promotion, education and technology, addressing safety and perceptions of safety • Where possible seek to segregate cyclists from general traffic, particularly on main transport corridors / busy rural routes. – Balance between usability, convenience, traffic and safety concerns
Road	<ul style="list-style-type: none"> • A number of areas require measures to be introduced for capacity reasons <ul style="list-style-type: none"> - The A10 connecting the district with Waterbeach and Cambridge

	<ul style="list-style-type: none"> - The A10 connecting Ely, Littleport and Downham Market - The A142 connecting Chatteris to Newmarket via Ely - A1123 - Junctions 37 and 38 of the A14 • Measures to reduce inappropriate through traffic and encourage all traffic to use the most appropriate route, particularly HGVs
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Table 5: The Strategy Approach

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5. TSEC Policies

Policy TSEC 1: Supporting Growth

The transport network will support economic growth, mitigate the transport impacts of the growth agenda and help protect the districts' character and environment. The key aspects to achieve this are:

- Improvements in sustainable transport capacity between key locations and sites.
- Improving public transport options
- Improve highway capacity on key corridors so that it does not impact on sustainable modes of transport.

Linked to achieving Objectives 1, 2 and 3

Policy TSEC 2: Accommodating demand in Ely

For more travel demand to be accommodated on the constrained transport network in Ely:

- More people will walk, cycle and use public transport
- More people will car share
- Pedestrians, cyclists and buses will be prioritised for trips across Ely. General vehicular traffic will not be prohibited and accessibility will be maintained but a car journey may be longer and more time consuming than at present.
- General traffic levels will remain at current levels.

Linked to achieving Objectives 1, 2, 3 and 4

Policy TSEC 3: Accommodating demand in East Cambridgeshire

For more travel demand to be accommodated in the constrained network in East Cambridgeshire:

- Passenger transport services on main corridors will be used for part or all of more trips to key destinations
- More people will walk and cycle
- More people will car share
- More locally led transport solutions will be provide passenger transport options in more remote areas that cannot viably be served by conventional bus services

Linked to achieving Objectives 1, 2, 3 and 4

Policy TSEC 4: National Networks: trunk roads and rail

These routes have a role in catering for travel demand for those travelling within and through the district along key corridors.

- Improvement driven by the national agenda must take account of local circumstances, local opportunities and local impacts

Linked to achieving Objective 1

Policy TSEC 5: Planning Obligations

A comprehensive approach will be applied to secure the provision of new and improved transport infrastructure, in a timely manner to ensure that accessibility is maintained and the impact(s) of development are addressed, in line with this Strategy approach.

Developers will be required to make provision to mitigate both the site specific and network impacts of their planning proposal. Mitigation measures will be secured by direct improvements carried out by the developer, and through Community Infrastructure Levy (CIL) and/or Section 106 (S106) agreement.

The nature and scale of mitigation/contribution will be determined by, the scale and type of development, as well as the transport impact and demands this places on the site and the local network. There will be a focus on mitigating transport impacts of development as sustainably as possible.

Linked to achieving Objectives 3, 4, 5 and 6

Policy TSEC 6: Transport Assessments

Transport Assessments (TA) will be required to support any planning application that produces a net increase of approximately 500 person trips (by all transport modes) per day. For smaller scale developments a Transport Statement (TS) will generally be required. However a full TA may also be required if the development falls below this threshold but there are other local issues that may need to be addressed. The County Council has prepared guidelines¹⁹ to assist developers with the preparation of Transport Assessments and Transport Statements that accompany planning applications. Through these documents the sustainability of the development proposals are assessed, and in line with national guidance including the NPPF. Early engagement with the local highway authority is strongly advised to agree the scope of the TA or TS and ensure that all the required data and information is provided when a planning application is submitted.

For the larger sites, it is expected that robust modelling will be undertaken to assess not only the specific impact of the development but to assess the cumulative impact of the proposal on the surrounding transport network.

In Cambridgeshire a Travel Plan is expected for any planning application where a TA is required. The purpose of a Travel Plan is to encourage the uptake of sustainable travel through changes in behaviour. Residential sites may also require a Travel Plan which includes a package of measures designed to promote sustainable travel at and around the development. For smaller developments with less of an impact, a lighter touch travel plan or travel welcome pack would be required. The exact level of Travel Plan required should be agreed with County Council on a site by site basis.

Linked to achieving Objectives 3, 4, 5 and 6

¹⁹ Guidelines available at:

http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/500/developing_new_communities

Policy TSEC 7: Supporting sustainable growth

The transport network will be developed in line with the strategy approach and objectives, to provide the capacity necessary to accommodate planned growth levels while protecting the area's distinctive character and environment.

New development will be required to make provision for integrated and improved transport infrastructure to ensure that most people have the ability to travel by foot, bicycle or by passenger transport and in line with specified modal split targets where relevant. Access by walking, cycling and public transport will be maximised in all new developments, ensuring that planning contributions are sought for transport improvements where appropriate. New developments should link into the existing provision for vulnerable traffic including walkers, horse riders and cyclists.

Linked to achieving Objectives 1 and 4

Policy TSEC 8: Improving bus services and infrastructure

The County Council will work with partners and passenger transport operators to develop an improved and integrated network of High Quality Passenger Transport. More locally led transport solutions will provide passenger transport options in more remote areas that cannot viably be served by conventional bus services.

Linked to achieving Objectives 2 and 3

Policy TSEC 9: Access to jobs and services

Access to areas of employment and key services will be maximised, particularly by sustainable modes of travel, to:

- Provide a transport network that is efficient and effective
- Provide good accessibility to services and for businesses
- Provide a high quality public transport and cycle network to routes near major employment, education and health services.

Linked to achieving Objectives 1, 2, and 3

Policy TSEC 10: Improving rail services

The County Council will work with other authorities and the rail industry to bring forward service enhancements and new infrastructure to increase rail use, through frequency and capacity improvements and increasing the proportion of freight moved by rail in line with the Strategy approach.

Linked to achieving Objectives 1, 2, 3, 4 and 5



Photo – Ely Rail Station Cycle parking

Policy TSEC 11: Improving community transport services

The County Council will work with partners, the voluntary sector and passenger transport operators to develop an improved and integrated network of community transport services.

Linked to achieving Objective 2

Policy TSEC 12: Encouraging cycling and walking

The capacity, quality and safety of walking and cycling networks will be increased to enhance and promote healthy and active travel. The highest possible standard of cycling and walking infrastructure appropriate to a location will be pursued in line with this strategy and the emerging cycle strategy. The most suitable design should be determined on a site by site basis, however, where possible pedestrians, cyclists and other users should be segregated and away from the main traffic. All new development must provide safe and convenient pedestrian and cycle environments, including adequate and convenient cycle parking and ensure effective and direct integration with the wider network. New developments should provide links to existing public rights of way and ensure that there are public rights of way through the development.

Where development opportunities arise, land should be released to improve the existing cycle network, for example the elimination of pinch points. New links should also be provided to expand the network as set out in the DfT LTN 1/12, LTN 2/08 and Manual for Streets.

Where feasible, pedestrian and cycle facilities will be provided alongside new road infrastructure.

Through the planning system, future cycle and walking routes should be safeguarded, where appropriate/feasible. Existing routes should be upgraded for less able walkers.

Walking and cycling will be promoted through various initiatives including personalised travel planning, smarter choices promotion, education and technology.

Cycle routes should be maintained where possible to offer year round and all-weather availability.

Linked to achieving Objectives 2, 3, 4, 5 and 6

Policy TSEC 13: Provision of new highway capacity

Where there is a requirement for new roads or increased road capacity, these should adhere to appropriate design standards. Where feasible, pedestrian and cycle facilities will be provided alongside new road infrastructure. The needs of public transport services will be considered in all road schemes, and priority for services should be provided on any new road where there is an expectation of regular bus usage, and an expectation that services reliability and timeliness would otherwise be disadvantaged.

This policy applies to new roads delivered by the County Council, new roads that will be passed to the Council through a relevant legal agreement, and those that will remain in third party ownership.

Linked to achieving Objectives 1 and 3

Policy TSEC 14: New roads within development sites, or to provide access to development

Where there is a requirement for new distributor roads or through routes as part of a development, adherence to the need to prioritise pedestrians, cyclists and public transport users will remain. This will include:

- Providing the highest possible standard of pedestrian, cycling and public transport infrastructure as part of the road where feasible and necessary.
- Discouraging speeding.
- Restricting through access for general motor traffic (unless specifically required as part of the development).
- Ensuring that there are safe and appropriate access arrangements to the adjoining public highway network and minimising the possibility of additional car traffic in the local area as a result of the new road.
- Road Safety Audits will be carried out as required and Highways Development Management Engineers will be involved in this process.

This policy applies to both roads that will be passed to the County Council through a relevant legal agreement and those that will remain in third party ownership.

Linked to achieving Objectives 1, 2, and 3

Policy TSEC 15: Road safety

The safety of all users of the transport network is a top priority, both on the existing network and through all new developments and schemes irrespective of the mode of travel. The County Council will:

- Implement road safety initiatives to reduce road traffic accidents based on evidence
- Acknowledge that there are different priorities for urban and rural locations
- Work towards road safety targets held locally and nationally
- Work to increase cycling and walking without increasing accidents

Linked to achieving Objectives 2, 6 and 7

Policy TSEC 16: Air quality, carbon emissions and human health

The County Council will work with key partners and transport operators and businesses to reduce transport related emissions of carbon and pollutants (in particular NOx, PM10 and PM2.5) to help achieve agreed targets and improve air quality.

Linked to achieving Objectives 5 and 6

Policy TSEC 17: Protecting the environment

The County Council will work with key partners including transport operators and businesses to reduce transport related emissions, to help protect and enhance the area's distinctive character and environment, while supporting sustainable growth and identifying solutions that will help to achieve longer term environmental benefits. As transport schemes are developed consideration will be given to the natural and historic environment.

Linked to achieving Objective 5

Policy TSEC 18: Integrated transport

The County Council and Partners will seek to provide sustainable infrastructure at transport interchanges in order to encourage sustainable journeys and reduce car vehicle trips and the demand for car parking.

Linked to achieving Objectives 2, 4 and 5

6. Improving the Transport network

This section details what methods the Strategy will use to reduce the negative impacts of transport on the environment and people who live, work and travel through East Cambridgeshire. It looks to combat the key challenges in the district in line with the strategy policies.

The passenger transport network

The passenger transport network will connect major engines of growth along our main transport corridors, and the effects of congestion will be limited on the wider transport network. From a user perspective it will operate as a single system, whatever the combination of modes that are required to complete a journey. The need for interchange would be minimised, but where required, connections will be straightforward and timely.

We will work with developers to provide advice regarding passenger transport provision in new developments and to ensure connections with interchanges and hubs. Furthermore, the strategy will help to ensure that new developments make a contribution towards the passenger transport network.

Advances in technology will be utilised to ensure information about travel options is easily available. New and improved technology and broadband services will enable faster and simpler ticketing and booking systems to be in place. This may be particularly useful for communities in rural areas to access Community Transport services. Technology may also reduce the need to travel and could facilitate people working from home.

It should be noted that this Strategy does not focus on the detailed operational issues of the passenger transport network in the district. The County Council works with partners and passenger transport operators to develop and improve passenger transport networks across the district and further afield. In more rural areas such as East Cambridgeshire it is less economically viable for commercial bus operators to run services. The County Council does support a number of services with a subsidy, however the funding available to subsidise services is ever decreasing. The County Council works with partners including local communities to ensure that subsidised services are delivering value for money and meeting the needs of local communities best they can. This is done through the work of Cambridgeshire Future Transport. More information is available online²⁰.

Rural transport services

For our large rural areas, the strategy recognises that the private car will often be the most viable option for many journeys. However, for those without access to a private car, the bus and community transport network is vitally important. The strategy will support rural bus services by helping to:

- Develop services designed by local communities that meet their needs;
- Ensure services provide better value for money;
- Better integrate health, education and social services transport.

²⁰ http://www.cambridgeshire.gov.uk/info/20051/transport_projects/465/cambridgeshire_future_transport

It will result in locally led tailored transport solutions, in conjunction with the commercial bus network, which are appropriate to the area and meet the needs of local communities; there will not be a one size fits all approach to rural bus services. This flexible approach will enable the implementation of appropriate transport provision in rural areas, which could comprise of:

- Better local connections to main bus corridors and / or Park and Ride services;
- Demand Responsive Transport (DRT) such as Dial-a-Ride, including timetabled services at peak times;
- Taxi sharing schemes;
- Community / voluntary car schemes (more information community transport is provided below);
- Traditional bus services.

Alongside this approach, the following priorities have been set for rural areas:

- Working with service providers to be innovative in the way services are delivered locally, recognising that it is not simply about providing a transport service but as much about where, when and how the service is provided based on need.
- Reviewing local bus services when major developments come forward.
- Rural interchange sites on main bus corridors, with high quality waiting facilities, cycle parking, car parking (as appropriate to the site / service), stopping space for local community transport and taxis.
- Improved access to the rail network through new and enhanced cycle routes, increased cycle parking, pedestrian enhancements and bus links / interchanges
- Enhanced rail frequencies and more stops at rural stations.
- Making better use of technology and increasing broadband coverage to provide improved travel information and booking services for transport.

Total Transport²¹ is a cross sector approach to the delivery of supported public road passenger transport schemes. Its purpose is to integrate transport services to become more economically efficient with resources. The County Council undertook a scoping consultation within East Cambridgeshire in early 2016 to determine people's views on the scheme which will include replacing the existing system with a revised network of fixed bus routes, largely based around school journeys, and a new flexible minibuss service, whilst continuing to support a social car scheme.

There are a number of different community transport schemes available in East Cambridgeshire. More information regarding them is available online²². The two main type of community transport available in the district are: Dial-a-ride services which provide a door to door service to dial-a-ride members and Volunteer car schemes which offer organised lifts to those needing to make essential journeys where no suitable public transport services exists.

²¹ <http://www.cambridgeshire.gov.uk/news/article/456/total-transport-set-to-change-the-way-we-travel>

²² <http://www.cambridgeshire.gov.uk/info/20123/community-transport>

The rail network

There is great potential to achieve further increases in rail travel. To achieve this we will:

- Build the case for opening new railway stations and railway lines, and for improvements to existing stations;
- Support Network Rail / Department for Transport (DfT) plans for improved rail frequencies and faster journey times;
- Support new track infrastructure, electrification of existing railway lines and the provision of enhanced rolling stock;
- Improve sustainable access to railway stations e.g. cycle routes, footways, bus routes and cycle parking facilities.
- Engage with rail operators as improvements are brought forward through franchise agreements.



Image of track between Ely and Soham courtesy of Network Rail

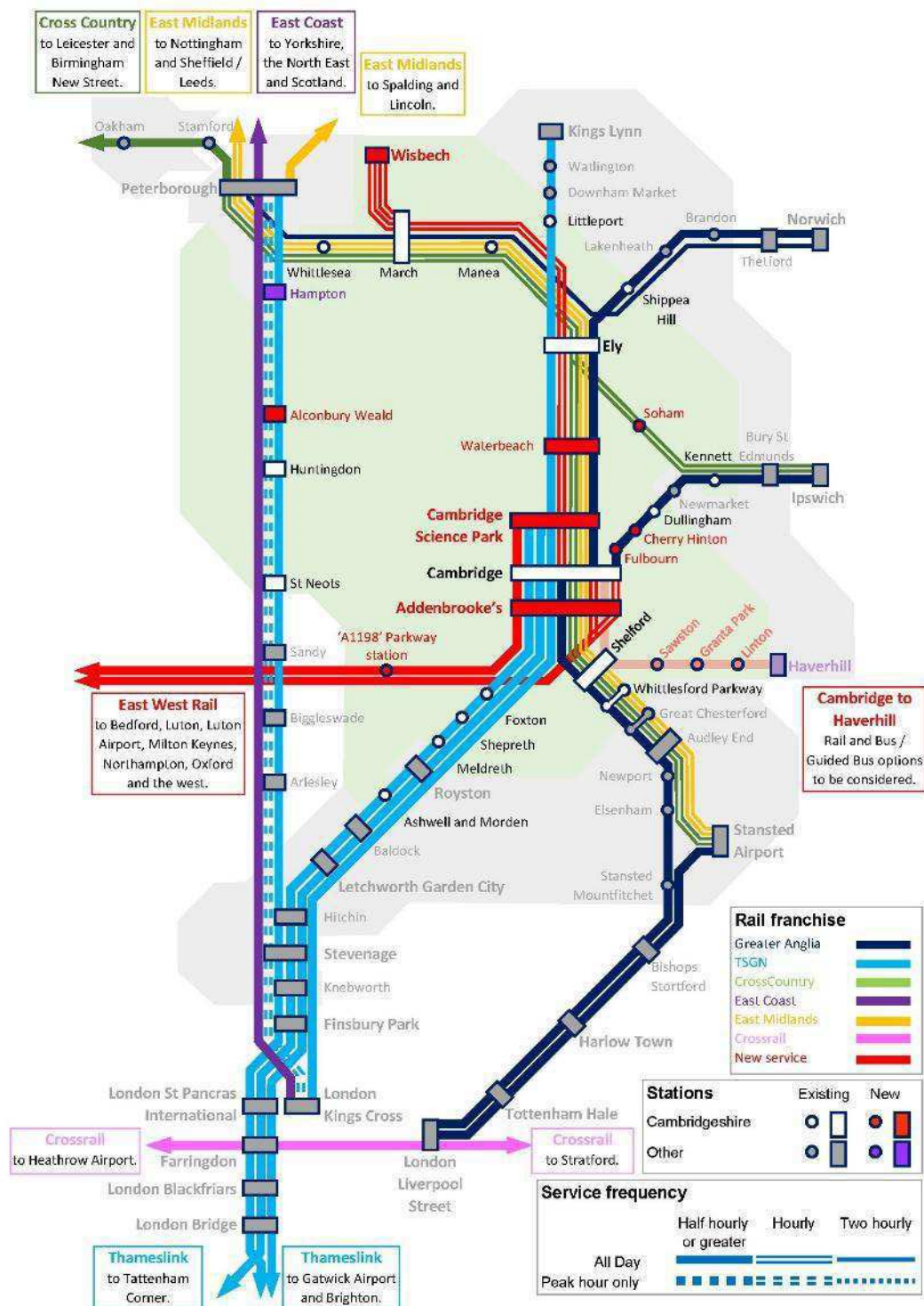


Figure 6 Future planned Rail Network - Cambridgeshire Long Term Transport Strategy (2014)

There are a number of key rail schemes included in the action plan of this Strategy and a short summary of the key schemes and the current position of these is given below. In November 2015 the Hendy Review²³ was carried out. Sir Peter Hendy was appointed to review the Network Rail enhancement programme to 2019 and re-plan it. The majority of projects will go ahead for delivery by 2019. The review states that no projects have been cancelled although some may be delivered after 2019.

²³ <https://www.networkrail.co.uk/Hendy-review/>

The Hendy Review highlights which projects are going to be delivered in Control Period 5 2014-19 and those that will be delivered in Control Period 6 2019-24.

Projects to be delivered in Control Period 5 in East Cambridgeshire are:

Kings Lynn to Cambridge 8 car- the Hendy Report states the following: "Network Rail is undertaking development on a scheme to allow the lengthening of peak time services on the Cambridge to Kings Lynn corridor from 4 to 8 car length to tackle overcrowding and will report back to DfT on costs and programme for delivery in spring of 2019."

Projects to be delivered in Control Period 6 in East Cambridgeshire are:

Ely North Junction- the Hendy Report states the following: "This scheme will be delivered now in CP6 to allow co-ordination with safety critical level crossing works nearby. Despite this Network Rail is aware of the strong aspiration of the DfT and local user groups and MPs to see improvements to services on the Cambridge to Kings Lynn corridor as soon as practicable."

And Ely to Soham Doubling- to increase capacity for freight on the Felixstowe to Nuneaton route.

The Soham Station Project is currently being developed by the County Council and East Cambridgeshire District Council. Network Rail have been commissioned to carry out a GRIP 3 Options Selection Study- which will select a preferred option for the station. This is due to be concluded in early 2017. Alongside the Options Selection Study the business case for the station is being developed.

It should be noted that to achieve the full benefits and to increase rail capacity in the Ely area there are many interdependencies between the projects mentioned above. Network Rail are currently reviewing this to ensure that projects are delivered in the most effective way. Work carried out to date has highlighted that the Ely North Junction and associated Ely Area Capacity Enhancements are vital to bringing forward improved train services – (passenger and freight). There are a number of other rail infrastructure improvements which require Ely North Junction to be in place otherwise this junction will remain a key constraint, and the full benefits of other infrastructure improvements will not be realised...

The Ely North Task Force, made up of local authorities and other key organisations, is working to bring forward these improvements as soon as possible. The benefits that the Ely North Junction and Ely Area Capacity Enhancements would be seen much more widely than just East Cambridgeshire. .

The cycle and pedestrian networks

Greater levels of walking and cycling are critical if existing traffic problems are not to be exacerbated and investment in the cycle and pedestrian network is therefore one of the key investment priorities in this strategy. The benefits of walking and cycling reach much further than simply keeping additional vehicles off the road; walking and cycling contribute to the health agenda, and can provide those without access to a car or a good public transport service to take advantage of opportunities to access employment, training and other essential services.



Photo – Reach – Lode Cycle Bridge

We will look to increase the levels of walking and cycling trip in East Cambridgeshire:

- Increase walking and cycling levels in Ely and its hinterland by enhancing and adding to the current networks.
- Develop the cycle network in and around Ely, providing greater opportunity for cycling to replace the use of the private car for more trips into the city.
- Provide greater opportunity to walk and cycle in Soham and Littleport by enhancing their pedestrian and cycle networks, with higher quality links to more key destinations.
- Enhance or develop rural cycle and pedestrian networks around key destinations in the rural area such as village colleges, larger village centres, major employment sites, doctor's surgeries, and transport hubs on the main transport corridors, especially through improvements to PROW.
- Develop a comprehensive longer distance cycle network across the district.
- To enhance cycle parking provision across the county, recognising that the lack of secure areas to park a bicycle can be a deciding factor in the choice to cycle.
- Ensure that developments in all areas of the county provide high quality linkages into existing pedestrian and cycle networks, and to key destinations where new links are needed.
- Identify and tackle local barriers to walking and cycling such as missing links, unsuitable provision, difficulties crossing the road and lack of cycle parking facilities

We will seek to raise the standard of provision so that walking and cycling will be a more obvious choice for many more medium and longer-distance trips, for either the whole or part of the journey.

Where possible we will seek to segregate cyclists from general traffic, particularly on the main transport corridors and on busier rural routes. However, there are areas where road provision will be the most appropriate solution for cyclists. In practical terms, there is a balance between usability, convenience, traffic and safety concerns that needs to be considered. Safe but inconvenient off-road routes are often not well used.



Photo – On-road cycle lane at junction of Downham Road / Egremont Street, Ely

Walking and Cycling for Leisure and Public Rights of Way

Providing access for leisure purposes is vital for improving the local economy, promoting health and mental wellbeing as well as enabling community cohesion. By providing conveniently located off-road routes for walking and cycling, access for leisure as well as for employment and services will be promoted.

A number of key visitor areas are located around East Cambridgeshire, which when paired with enhanced pedestrian and cycle access and Smarter Choices could lead to more visitors arriving by foot or other sustainable modes for all or part of the journey. East Cambridgeshire is primarily a rural district, which naturally lends itself to providing access to green spaces for leisure purposes, particularly through the good network of PROW provision already in the district. Despite this percentage of PROW with Bridleway status or higher is lower in the East Cambridgeshire than in other areas of the UK, even though East Cambridgeshire has one of the strongest equestrian communities in the UK. Therefore, in order to provide suitable access for all user groups, we will work to increase the number of Public Rights of Way (PROW) with Bridleway designation in East Cambridgeshire.

The County Council Rights of Way Improvement Plan (ROWIP) provides a list of possible solutions to the challenges faced and a future programme of improvements for PROW across Cambridgeshire. The TSEC will help to implement these and tackle the specific challenges in East Cambridgeshire by:

- Improving and extending routes, and completing missing links, especially between communities.
- Increasing the number of PROW with Bridleway status or higher.
- Working with land owners to formally designate new routes.

- Considering equestrian needs during scheme development.
- Ensuring that new communities formed through the planning process are linked into the existing PROW network, and that these links are of the same status.
- Promoting the funding opportunities which can ensure that existing routes around new developments are upgraded to allow access for walkers of all abilities.
- Ensuring that any new infrastructure improvements are considered on a site by site basis to cater for local needs and preferences.
- Providing safe alternative routes to access the current PROW network.

We will help promote recreational travel in East Cambridgeshire:

- Promote walking in the countryside through publicity and joint projects including guided walks and organised events.
- Seek cycle parking opportunities at key sites, especially alongside the development process.
- Promote cycling routes through publicity, education and events.
- Provide cycle training opportunities for school age children and adults.

The strategy recognises the importance of the Cambridgeshire Local Access Forum as an independent advisory body which works with the County Council to improve enjoyment of the Cambridgeshire countryside whilst safeguarding its future. More information on the Cambridgeshire Access Forum is available online²⁴.

The road network

This strategy does not generally prioritise major increases in capacity for car trips, and reflects that the provision of additional road capacity along some of our major transport corridors would be difficult or impossible to match with additional capacity within Cambridge and the market towns. Nonetheless, 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 A14 Trunk Road in the south of the district, including junctions 37 and 38
- The A10 connecting Cambridge, Ely, Littleport and Downham Market
- The A142 connecting Chatteris to Newmarket via Ely
- The A1123 which offers a connection for villages in the district to Huntingdonshire.

In the more sparsely populated or remote areas of the county, the car will be the mode of choice for all or part of many trips. However, new and upgraded transport interchanges – railway stations, park and ride, kiss and ride – will encourage more car trips to transfer to the passenger transport network at an earlier stage in the journey. Improvements to the accessibility of those interchanges will also be required and an efficient strategic road network is needed to maintain accessibility for rural populations.

The strategy will support the use of measures which reduce inappropriate through traffic in our towns and villages and encourage all traffic to use the most appropriate route, with a

²⁴ http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/559/local_access_forum

particular focus on Heavy Commercial Vehicles (see below). The strategy will consider measures or mechanisms to keep strategic traffic on the strategic road network.

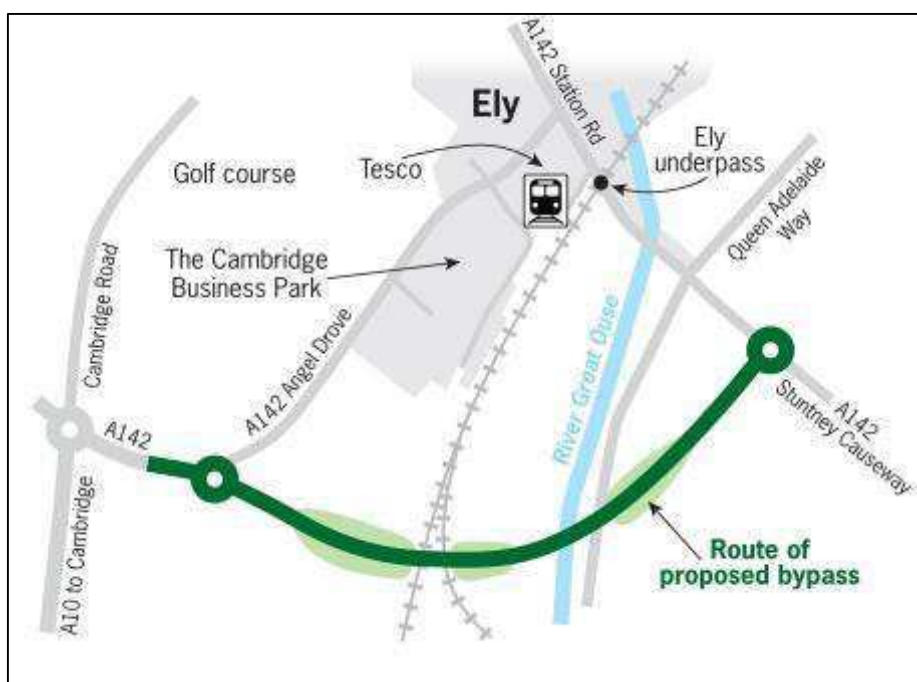


Figure 7– Ely Southern Bypass

Freight movements and Heavy Goods Vehicles (HGVs)

The efficient movement of road and rail freight is essential to our economy and prosperity, with the demand for goods continuing to increase over the next 20-30 years. This will lead to increased freight traffic.

East Cambridgeshire is a largely rural district, therefore heavy agricultural vehicles and machinery are commonplace on local and strategic roads. While the use of these heavy vehicles is vital for the successful operation of farms, the size and weight of the vehicles can impact on the quality of the road network and road verges.

Road freight and the use of inappropriate routes can have considerable impacts on villages in the county. It can lead to localised congestion, noise, vibration, and poor air quality, and can significantly impact on people's quality of life, health and well-being. Particular issues arise when these large vehicles attempt to negotiate small roads through villages, which were not built or designed to withstand road freight, in order to have a shorter journey. This is a problem in several villages in East Cambridgeshire; most notably, the villages along and linking to A1123, such as Sutton, Wilburton and Haddenham,

This Strategy supports the transfer of more freight onto the rail network, and the improvements being made to the line between Newmarket and Peterborough through East Cambridgeshire as part of Network Rail's Felixstowe to Nuneaton (F2N) route improvements. This work will allow for a quadrupling of rail freight traffic through the county, and remove some pressure from the A14 Trunk Road, which would otherwise take much of this traffic. Schemes to remove level crossings on the A142 at Ely address the local impacts of increased use of the rail network and show the strong commitment of the local authorities to the better use strategic rail freight link.

We will take all available measures and continue to work with freight operators to ensure the use of the most appropriate strategic routes for road freight. This will involve avoiding local village routes where HGV's do not have a legitimate reason to travel along that road. The Strategy aims to minimise and mitigate the environmental impact of HGVs and address safety issues for all users of the network. The strategy will also need to balance the needs of local communities and haulage operators.

Cambridgeshire County Council has a HGV Policy²⁵ which aims to balance the needs of local communities with the requirements of lorry operators. It explains that the police are responsible for the enforcement of weight restrictions and the difficulties with restricting HGVs from using the road network. The process for implementing an HGV restriction is outlined. Such a restriction is currently being investigated in the Sutton – Earith – Aldreth – Wilburton diamond area.

The Cambridgeshire County Council HGV policy also includes the Cambridgeshire Advisory Freight Map²⁶; we aim to better manage HGV traffic by giving freight companies information on appropriate routing when planning their journeys

In addition, as part of planning agreements we will work with the operators and the District Council to ensure that all new and existing planning permissions involving general haulage HGV operation contain planning conditions which encompass routing and time of day agreements, which ensure that freight operators are using the most appropriate routes for their journeys and minimising impacts on local communities.

We will also explore the use of faster broadband and improved ICT to improve freight efficiencies, logistics and fleet management. And we will also work with operators and the police to encourage the fitting of vehicle tracking systems which assist enforcement of routing agreements, speed limits and good driving practice.

Improving Road Safety



In Cambridgeshire the number of collisions involving car occupants, motor cycles and pedestrians which have resulted in people being killed or seriously injured has generally

²⁵http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/113/heavy_vehiclesabnormal_loads_on_the_road

²⁶ http://www.cambridgeshire.gov.uk/downloads/file/87/cambridgeshire_freight_map

decreased since 2005. However the number of collisions involving pedal cycles has slightly increased.

In 2015, 8% of the total combined Cambridgeshire and Peterborough casualty record occurred in East Cambridgeshire. This equates to a total of 198 casualties, 8 of which were fatal and 34 were serious.

As part of the Cambridgeshire and Peterborough Road Safety Partnership (CPRSP), we consider every death and life changing injury on Cambridgeshire and Peterborough's roads or to a Cambridgeshire or Peterborough resident as being one too many. The impact of accidents is devastating for everyone involved and impacts last for years past the event, both physically and psychologically, and it is recognised that the social and economic burden of road casualties is felt much wider than just those immediately involved in the collision. As such, working towards a safer road network is one of the key objectives of the strategy.

The CPRSP has produced a 5 year strategy which details the vision to prevent all road deaths across Cambridgeshire and Peterborough and to significantly reduce the severity of injuries and subsequent costs and social impacts from road traffic collisions. The following groups have been identified as the key priorities for intervention at the outset of this strategy:

- Collisions involving young people
- Collisions involving pedal cycles
- Collisions involving motorcycles
- Collisions on rural roads (including inappropriate speed)

As part of this partnership we will work to improve road safety in East Cambridgeshire to achieve the three targets adopted by CPRSP to achieve this vision:

- To reduce the number of people killed or seriously injured (KSI) in collisions by at least 40% by 2020.
- To reduce the number of children killed or seriously injured in collisions by at least 40% by 2020.
- To reduce the number of cyclists and pedestrian killed or seriously injured in collisions by at least 40% by 2020.

This Partnership recognises that social and economic costs of road collisions extends to wider provision not previously associated with typical road safety programmes, such as victim support and rehabilitation and has therefore sought a new model for the delivery of a "holistic approach" to road safety. This includes preventing collisions, particularly through road safety campaigns including initiatives such as BikeSafe and Drive to Arrive; as well as analysing data and reducing the impact of collisions.

We will also help ensure that school age children can access schools safely and sustainably through the development of School Travel Plans, the aim of which is to reduce car use for school journeys and adopt a more sustainable approach to getting to school by walking and cycling thereby increasing independence, health and fitness. These School Travel Plans enable schools to identify and address problems that often form barriers to sustainable travel to school. Cambridgeshire County Council has signed up to the National

Modeshift STARS²⁷ school travel planning scheme. It is the only national accreditation scheme for rewarding sustainable school travel plans.

The CPRSP strategy outlines a number of aims and objectives in order to meet the agreed targets for casualty reduction by 2020. These include:

Aims

- To prevent road users from being killed or seriously injured (KSI) through enabling behaviour change, delivering better education and delivering road engineering schemes
- To reduce the social impact of road casualties, at an individual, family and community level
- To reduce the cost to public agencies in dealing with the impact of road collisions including identifying invest
- To undertake targeted road safety enforcement as part of a strategy to reduce KSI's
- To develop a financially sustainable model of delivering road safety activity across Cambridgeshire and Peterborough

Objectives

- To reduce year on year the numbers of people KSI on Cambridgeshire and Peterborough roads
- To support the victims of road collisions and reduce the social impact for individuals, families and communities
- To identify high risk road users and deliver targeted initiatives to prevent collisions
- To identify high risk collision locations and develop preventative measures (including road engineering solutions) to decrease the risk of future collisions
- To share data and intelligence across public agencies to prevent future road collisions
- To work across the police tri-force area to identify methods of reducing partnership costs.

The Country Council monitors road accidents to identify high risk locations and routes so funding can be prioritised in the most effective way.

Technology

In East Cambridgeshire, over 13% of people worked from home in 2011²⁸. To build on this, we will make better use of ICT, faster broadband and communications technologies. Adequate broadband, ICT and training is needed to facilitate increased levels of teleworking, helping to reduce the need for personal travel. Furthermore, increased availability of video conferencing will help to reduce business mileage.

Enhanced internet and broadband access will also be important for improving accessibility. For example, the internet is an important channel for matching employers to job seekers.

²⁷<https://modeshiftstars.org/>

²⁸ 2011 Census

Furthermore, teleworking could be an option for those who would otherwise be unable to access the labour market, for example people with disabilities and carers.

Connecting Cambridgeshire is working to spread superfast broadband across Cambridgeshire, more information on their work can be found at their website: <http://www.connectingcambridgeshire.co.uk/>

Technology will also be utilised to enhance the standard and availability of information about travel options as well as helping to improve booking options and ticketing systems for passenger transport services, car sharing schemes, and other transport services. Improvements in travel information can enable drivers to make informed decisions and minimise delays.

Technological advances improve efficiency and cleanliness of vehicles whilst providing greener methods of travel. As such, the installation of electric charging points in public car parks will be encouraged.

Influencing travel choices and behaviour

Smarter Choices

The Smarter Choices strategy approach is aimed at influencing the travel behaviour of people that live in, work and visit East Cambridgeshire by providing information on alternative travel options in order to reduce the reliance on private car travel.

Although Smarter Choices measures are identified in this section specifically, behavioural measures have a crucial part to play in order for the full benefits of the wider transport strategy to be realised.

The twin elements of the Smarter Choices approach are:

- Promoting the different travel options available to people that live, work and visit East Cambridgeshire.
- Raising awareness of the positive impacts of travel by sustainable modes.

Smarter choices are measures that aim to encourage environmentally sustainable travel by influencing individual travel behaviour, they can also contribute towards the transition to low carbon living.

For Smarter Choices measures to have the greatest effect, the benefits need to be 'locked in' with other sustainable transport initiatives, such as improved walking routes, cycling facilities, bus priority measures and parking controls.

Walking & Cycling

How long does walking really take?
For short trips of less than a quarter of a mile (5 minutes walk) it will almost certainly be quicker to walk than to drive.*
People often overestimate how long it will take to get around by foot, but underestimate the time it takes to drive. Research shows that most car trips take 5 minutes to go nowhere! This is the time it takes to get the car started, on to the road, find a parking space and then walk to the final destination.
Why not try walking to your local shops and see how long it takes you?

Time spent walking and cycling is quality time
Walking relaxes us and helps us arrive at our destination fresher and more alert.

It's great for the environment
Walking 30 minutes a day (or approximately 1.5 miles) instead of driving saves around 130kg of carbon dioxide a year and reduces other harmful emissions.

It can make the streets feel safe
Pedestrians are the eyes and ears on the street. People feel safer when others are around.

It's sociable
Walking is a great way to bump into friends and neighbours and cycling is a fun way to spend time with friends and family.

It supports local shops
How many local shops have you used in the past week? If we walk or cycle, we're more likely to use local shops than drive further afield.

Walking and cycling are healthy
Walking for 20 minutes burns about 82 calories. Walk 20 minutes a day, 5 days a week and it burns the equivalent calories of approximately 2 chocolate bars. Cycling for 20 minutes at 10mph burns about 95 calories.

Walking for 20 mins 5 days a week burns 410 calories - the equivalent of 2 chocolate bars

*For an average fit person. This is someone who walks 5 miles per hour.

Extract from Ely Active Travel leaflet and map

Lack of information often presents a barrier to the uptake of sustainable travel, therefore improving sustainable travel awareness is very important to achieving modal shift, reducing carbon dioxide emissions and improving air quality. Travel awareness campaigns encourage people to consider their own travel behaviour and increase acceptance of the need to reduce car use.

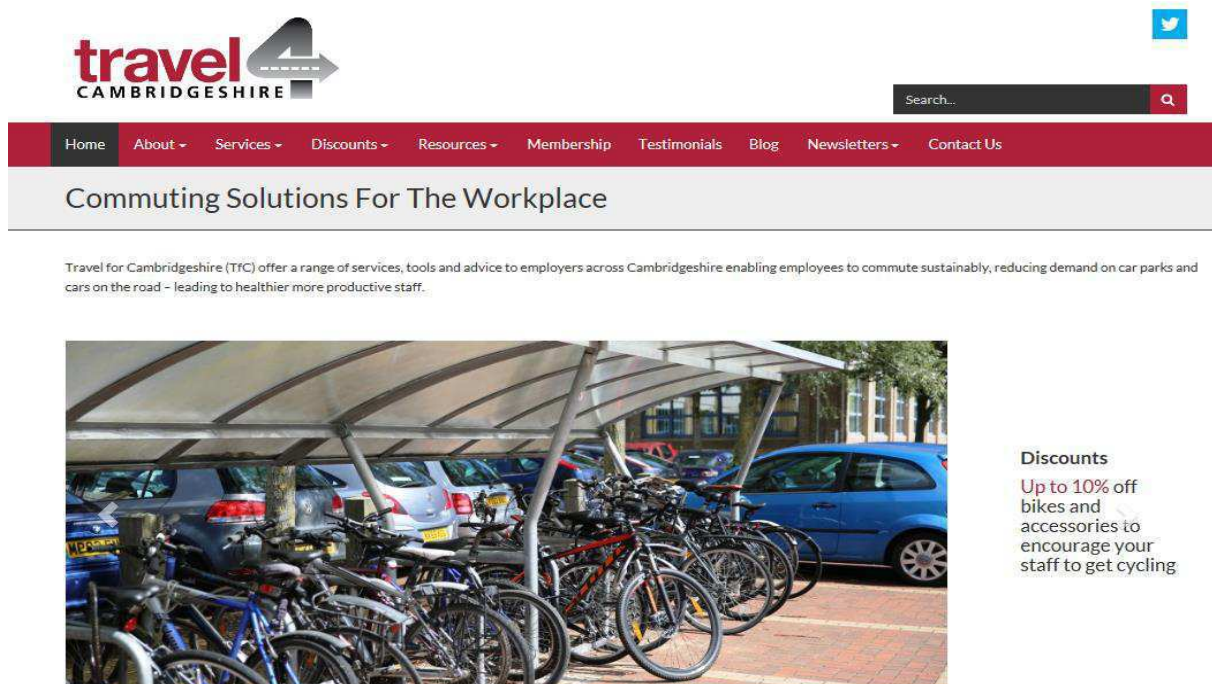
The strategy will build on existing Smarter Choices related programmes that are being rolled out in East Cambridgeshire at present and in the near future:

- The Local Transport Plan (2011-2026) focuses on a wide range of smarter choices including workplace and residential travel planning, raising awareness of the different transport choices available to people, and promoting car sharing and car clubs
- Cambridgeshire County Council's Local Sustainable Transport Fund programme (LSTF) set out a range of Smarter Choices measures implemented in Ely. Specifically the programme focused on travel to the workplace. The strategy approach set out in this section will look to build upon the measures programmed for Cambridge beyond the 2014/15 LSTF period.

Menu of Smarter Choices Measures

- Workplace, school and residential travel planning.
- Promotion and operation of car sharing initiatives, Car clubs and locally led transport solutions.
- Sustainable travel information and raising awareness.
- Journey planning tools.
- Flexible working initiatives.
- Technology such as electric vehicle charging infrastructure.

- The Travel for Cambridgeshire Partnership²⁹ assists developers and employers with developing sustainable and effective travel initiatives including travel plans, cycle training and loan schemes.



The Travel for Cambridgeshire website

- CamShare³⁰ is a car sharing service which provides opportunities for people who live or work in Cambridgeshire to share journeys. CamShare operates a website which provides information and opportunities for car sharing. In addition Camshare operates BikeBUDI³¹, a tool to connect experienced cyclists and those wanting to know the best cycle routes.
- Education on travel options can give people the confidence required to use public transport and similarly can cycle training can give people the confidence to travel by bike.

Sharing information

Timely information using the data we collect can help people plan their journeys or make decisions during their journey that in turn helps make the most efficient use of the network. The County Council has online tools - such as SmartTravel Cambridgeshire³² - to help people compare various modes of transport when planning their journey, and to see real time traffic information to help inform the way they travel. These initiatives will continue to play a significant role in the future, as Council services shift towards a “digital first” approach. Such tools can help promote sustainable and well-planned transport, and improve understanding of customer needs.

In combination with other traffic and weather information, the information the Integrated Highway Management Centre collects can be used to inform people already out on the

²⁹ <http://www.travelcambs.org.uk/>

³⁰ <https://camshare.liftshare.com/default.asp>

³¹ <https://camshare.liftshare.com/bikebudi.asp>

³² <http://www.smarttravelcambs.co.uk/>

transport network of any problems or issues in real time. Variable Message Signs (VMS), car park information signs and social media in the form of Twitter all help the travelling public to make informed decisions about their journey, which in turn can help the network operate more efficiently.

Significant investment has also been made into real-time passenger information for public transport. Developing this further, a live traffic webpage will soon become available, that can be accessed easily so that people can be kept up to date on whether they are at their desk or already out on the road.

Further work to develop the Transport Strategy for East Cambridgeshire

There are areas where a more detailed consideration of the wider issues raised by traffic growth and route choices on a transport network coping with major growth is needed. Detailed study work will be undertaken in the long term looking at a number of areas, including:

- Improvements to the A10 between Cambridge and Ely. The A10 North Study is focused on the corridor between Ely and Cambridge. The objective of the study is to identify transport improvements required on the corridor to meet existing capacity issues and the future likely impacts from major growth at Ely, Waterbeach and Cambridge Northern Fringe East. The study will complete in 2017 and preferred options will be considered by the City Deal Executive Board as part of the Tranche 2 (post 2020) prioritisation for funding from the City Deal. Investigations into the A10 North of Ely to Kings Lynn are also going to take place to look at the economic case for improving this route. This study is expected to be completed in 2017.
- Working with partners in Suffolk and the Highways England to conduct a review of potential improvements to junctions on the A14, including but not limited to junctions 37 and 38

In looking at these issues, the strategy will seek to take a holistic view of the areas, recognising that to address individual problems in isolation may lead to greater problems elsewhere. We will seek to avoid interventions that move problems from one part of the transport network to another.

Funding

To make best use of budgets, the County Council has produced a Highways Asset Management Strategy³³ which identifies the approach to maintaining the county's local highway network including cycle and footways, in order to help deliver the best short and long term outcomes for local communities. The Strategy will be used to inform the highway maintenance schemes that are to be implemented within the Council's Transport Delivery Plan.

A key challenge for the new strategy will be ensuring that it is achievable within the funding that is likely to be available over time. At the same time, it is important that the needs and aspirations of transport users are reflected, as this gives a strong basis on which to seek additional funding and lobby for improvements.

³³ Further information is available on the following webpage:

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

The current funding environment is challenging. It is important to maintain a level of realism over what might be delivered in the current funding environment; but a strategy which outlines a realistic assessment of the needs of the area is necessary. A strategy that is constrained by known funding will not provide the evidence base to support calls for investment. An ambitious strategy is therefore presented, as without this ambitious action plan, investment plans will take longer to deliver.

Funding is a key consideration and it is acknowledged that there are challenges given the current financial climate. However, despite this there is recognition of the need to be clear on aspirations for this area which is one of the highest performing areas in the country, to help secure investment towards transport infrastructure as a key enabler of growth.

Local Transport Plan funding from government

The County Council receives Local Transport Plan funding for small scale transport improvements from government. In 2014/15, this funding is likely to be in the region of £5.7 Million for all of Cambridgeshire. However the level of grant funding received from this source is likely to significantly reduce from 2015/16 as money is top sliced by government into the Single Local Growth Fund – see below.

Funding from development

The Transport Strategy supports committed and planned growth and as such funding from development will be critically important to help deliver the strategy. Funding from Section 106 of the Town and Country Planning Act 1990 will be used to deliver site specific infrastructure and to improve and mitigate the impacts of growth proposals. This funding can only be used for improvements which are directly impacted by the development.

East Cambridgeshire District Council adopted the Community Infrastructure Levy (CIL) in 2013. This now plays an important part in providing funding for off site development mitigation measures this is a levy that local authorities can choose to charge on new developments in their area. The money raised will help to fund the key infrastructure related to growth, and priorities will need to be established as CIL funding won't be sufficient to cover the full list of infrastructure requirements.

Community Infrastructure Levy (CIL)

CIL is a levy that local authorities can choose to charge on new developments in their area. It was introduced through the Planning Act 2008. The money raised from CIL is used to contribute towards the cost of infrastructure that it will rely upon, such as schools and roads. CIL is charged at a rate per square meter which varies for different locations and development types in East Cambridgeshire.

For schemes to be funded by CIL they have to be listed on a Regulation 123 list, schemes on this list cannot be funded via section 106 planning obligations this is to ensure no duplication or double funding between the two types of developer contributions.

The Regulation 123 list can be reviewed and updated regularly and the inclusion of a project or scheme does not mean there is a commitment of funding in whole or part.

Below is a copy of the East Cambridgeshire CIL Regulation 123 List as of 13.09.2016

Infrastructure Type	Category	Project
Education	Strategic	Littleport Schools
Sport & Leisure	Strategic	District Leisure Centre
Transport	Strategic	Soham Railway Station
Transport	Strategic	Ely Southern Bypass
Health	Strategic	Health Facilities
Education	Major	Children's Centre (serving North Ely Development)
Sport & Leisure	Major	North Ely Country Park
Health	Major	Staploe Medical Centre Improvements
Transport	Major	Angel Drove Commuter Car Park
Transport	Major	Littleport Station Car Park
Transport	Major	Lode to Quay Cycle Path
Transport	Major	Wicken-Soham-Ely Cycle Path
Strategic Waste	Major	Witchford Household Recycling Centre

Table 6 East Cambridgeshire CIL Regulation 123 List as of 13.09.2016

It should be noted that the table is in no particular order and no priorities have been identified.

More information regarding CIL in East Cambridgeshire can be found online.³⁴

Local major scheme funding from Government- Local Growth Fund- Growth Deal

The majority of major transport schemes (schemes greater than £2m in cost) will be funded through Growth Deal funding. The Local Growth Fund brings together resources to support housing, transport and skills and includes funding for major transport schemes (approximately over £2m). In the GCGP LEP area the Local Growth Fund is managed by the Local Transport Board, which is in the process of becoming the Local Transport Panel. Government Allocated £2bn for the Local Growth Fund across the country for the year 2015/16 to 2020/21.

³⁴ <http://www.eastcambs.gov.uk/planning/community-infrastructure-levy>

To gain Local Growth Funding a Strategic Economic Plan has to be developed by the LEP. The Local Transport Board and Local Authorities supported the LEP in creating the Strategic Economic Plan. More information about the Growth Deal, Local Growth Fund and the Strategic Economic Plan can be found on the LEP's website³⁵. So far there have been two rounds of Growth Deal funding and it is expected that a third will be announced towards the end of 2016. In East Cambridgeshire, Ely Southern Bypass and Soham Station have been allocated Growth Deal funding.

Other funding opportunities

The County Council takes a proactive approach to securing funding from external sources towards priorities across the County. Opportunities to fund specific schemes or programmes from Government or from European funding (subject to availability in the future) have and may continue to be available. For example, the Local Sustainable Transport Fund and the Better Bus Areas Fund allocated a total of £6.7 Million to programmes in Cambridgeshire in the three year period to March 2015.

In areas such as rail, where there is an income stream as well as a capital cost associated with infrastructure or service investment, there are commercial opportunities that may allow investment to be made.



Photo – Sutton – Witchford cycle path funded by Local Sustainable Transport Fund (LSTF)

Summary of possible funding for the action plan

- LTP funding- The integrated transport block provides capital funding which is used primarily for relatively small scale physical improvements to the local transport network
- District Council and Parish Council funding / contributions towards schemes. District, City, Town and Parish Councils sometimes contribute funding towards the delivery of transport infrastructure and services that help them deliver local priorities in their areas.
- Local Highways Improvement Initiative (LHI)³⁶ This initiative invites community groups to submit a proposal for funding from the LHI fund. Schemes are delivered on a jointly funded basis with applicants able to apply for up to £10,000 as a contribution to their scheme. The applicant is expected to provide a minimum contribution to their scheme of at least 10% of the total scheme costs.

³⁵ <http://www.gcgp.co.uk/local-growth-strategy/>

³⁶ http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/118/improving_highways

- Developer funding- Community Infrastructure Levy (CIL) and S106 funding negotiated from developers towards schemes to mitigate the impacts of development proposals on the transport network. It should be noted that for a scheme to be able to be funded via CIL it needs to be on the CIL Reg 123 list. More information around this process and CIL is available on East Cambridgeshire District Councils website³⁷.
- Local Growth Fund (LGF) - Started in 2015/16 to support projects which support and help drive economic growth. A significant amount of the funding is being allocated from Department for Transport Major Schemes Funding. Government is keen to ensure that Local Economic Partnerships (LEPs) are at the forefront of driving forward economic growth and are devolving responsibilities and funding to LEP's through a new £2bn per annum (Single) Local Growth Fund.

Much of the LGF is funding for housing, transport and skills that would have been allocated on a grant basis but now will have to be bid for on a competitive basis. In order to secure the competitive-based funding LEP's have developed a bid, expressed as a Strategic Economic Plan (SEP)³⁸ which clarifies economic growth ambitions. A key criterion for assessing eligibility for funding is to assess economic benefits. The first round of LGF was announced in June 2014³⁹ and a second round was announced in January 2015⁴⁰.

- Grant funding from other sources- Other opportunities to fund transport measures may occur, particularly where the interventions achieve wider social, environmental or economic benefits. Possible sources included future Local Growth Fund, European funding (subject to availability in the future), funding from government departments other than the Department for Transport, and funding from local stakeholders.
- Devolution – More information around devolution is mentioned in the planning and wider context section. As the devolution deal is yet to be finalised it is hard to predict the impact it will have on transport funding but it is likely to have a major impact on how transport schemes will be funded in the future and the current deal highlights a number of transport schemes within East Cambridgeshire.

Prioritisation and delivery of the strategy programme

The County Council will work with East Cambridgeshire District Councils to prioritise the schemes that are required to directly facilitate the delivery of housing and jobs growth contained in the East Cambridgeshire Local Plans. Once prioritised and funding has been identified for delivery schemes, will be added to the Transport Delivery Plan (TDP) which acts as the implementation plan for the delivery of major schemes, cycleways, minor improvements and maintenance derived from the Local Transport Plan and other funding

³⁷ <http://www.eastcambs.gov.uk/planning/community-infrastructure-levy>

³⁸ <http://www.gcgp.co.uk/local-growth-strategy/>

³⁹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf

⁴⁰ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf

streams⁴¹. As funding for the TDP is limited, schemes go through a prioritisation based on County Council priorities and feasibility. Schemes funded through development will be delivered as appropriate developments come forward.

All new major schemes are assessed through the County Council planning approval process. For particular schemes this involves consultation on the design and impact of the scheme; in particular the highway and environmental impact. The majority of schemes within the action plan require further development, and all new schemes should be designed appropriately to cater for local needs and take account of local circumstances.

Monitoring and review

Monitoring of outcomes

Schemes within the strategy will be monitored in a number of ways. Examples include:

- Selected schemes will be subject to before and after monitoring of usage.
- Monitoring the environmental impact including the impact on biodiversity, trends in air quality and how many schemes contribute to the Green Infrastructure Strategy.
- Monitor the impact on public health including mortality rates and reasons and the number of people using active transport.
- Monitoring of the speed of traffic on the road network.
- Monitoring of trends in the number of road accident casualties.
- Annual monitoring of trends in transport on the wider network will also inform consideration of progress towards the aims and desired outcomes of the strategy.

The monitoring of overall progress and of individual schemes will inform the on - going review of the strategy. Traffic is monitored in the market towns in the county and on roads in East Cambridgeshire. An annual monitoring report by the County Council and road traffic data is available on the County Council's website⁴².

Review of the strategy

As noted above, this strategy takes a long term view. It should be capable of evolving to reflect any change in circumstances, and to remain current and relevant.

A forward programme of between eight and ten years will be maintained. The whole programme will be reviewed at least once every two years. These reviews will:

- Ensure that there is a pipeline of schemes for delivery that reflects the availability of known funding in the medium term.

⁴¹https://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

⁴² http://www.cambridgeshire.gov.uk/downloads/file/175/traffic_monitoring_report

- Ensure that progress towards the delivery of the strategy is reflected accurately and robustly, and that any variances are accounted for in the forward programme.
- Reflect on the monitored outcomes of schemes that have been delivered, and consider any changes to the forward programme as a result that might lead to more positive outcomes to be achieved.
- Consider whether the monitored outcomes of schemes, and progress towards the delivery of the programme would lead to the consideration of changes to the strategy to reflect the effectiveness of interventions to date.

In addition, on an on-going basis, the strategy will be kept under review to:

- Reflect on wider societal or regulatory changes that might require different strategy approaches to be taken.
- Reflect on progress toward the delivery of planned housing and jobs growth, and any changes that might be needed to support the growth agenda.
- It is important that the strategy is not seen as a barrier to the exploiting of future opportunities that might occur. Rather, the strategy should be capable of evolving and should seek to take advantage of any such opportunities.

DRAFT

7. References

Source Documents	Location
Forest Heath – Single Issue Review	http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm
Kings Lynn and West Norfolk – core strategy	https://www.west-norfolk.gov.uk/info/20092/core_strategy
East Cambridgeshire Objectively Assessed Housing Needs	http://www.eastcambs.gov.uk/sites/default/files/ECDC_OA_N-Update_08-02-2016.pdf
East Cambridgeshire District Full Council meeting in July 2015	http://www.eastcambs.gov.uk/meetings/council-16072015
East Cambridgeshire Local Plan review	http://www.eastcambs.gov.uk/local-development-framework/local-plan-review
Ely Modelling Study- Forecasting & Option Testing Report Volume 1 Volume 2 Identification & Testing of Transport Measures	http://www.eastcambs.gov.uk/sites/default/files/mpvol1.pdf http://www.eastcambs.gov.uk/sites/default/files/mpvol2.pdf http://www.eastcambs.gov.uk/sites/default/files/mpvol3.pdf
East Cambridgeshire Local Plan Transport Tests – Model Results, Assumption and Details of Runs	http://www.eastcambs.gov.uk/sites/default/files/Transport%20Modelling%20Report%20(oct12).pdf
Third Cambridgeshire Local Transport Plan	http://www.cambridgeshire.gov.uk/info/20006/travel_road_s_and_parking/66/transport_plans_and_policies
Cambridgeshire Long Term Transport Strategy	http://www.cambridgeshire.gov.uk/info/20006/travel_road_s_and_parking/66/transport_plans_and_policies/4
The Rights of Way Improvement Plan	http://www.cambridgeshire.gov.uk/ltp
Cambridgeshire Health and Wellbeing Strategy 2012-2017	http://www.cambridgeshire.gov.uk/info/20004/health_and_keeping_well/548/cambridgeshire_health_and_wellbeing_board
Cambridgeshire and Peterborough Road Safety Partnership Strategy 2015-2020	http://www.cambridgeshire.gov.uk/cprsp/info/1/home/1/about_the_cprsp/3
Cambridgeshire Green Infrastructure Strategy 2011	http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/344/protecting_and_providing_green_space
Joint Strategic Needs Assessment	http://www.cambridgeshireinsight.org.uk/JSNA/Transport-and-Health-2014/15
Website information on Devolution deal	http://www.cambridgeshire.gov.uk/devolution

Transport Assessment Guidelines	http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/500/developing_new_communities
Web link provided for additional information on Cambridgeshire Future Transport	http://www.cambridgeshire.gov.uk/info/20051/transport_projects/465/cambridgeshire_future_transport
Web link provided for additional information on Total Transport	http://www.cambridgeshire.gov.uk/news/article/456/total_transport_set_to_change_the_way_we_travel
Web link provided for additional information on community transport schemes	http://www.cambridgeshire.gov.uk/info/20123/community_transport
Network Rail Hendry Review	https://www.networkrail.co.uk/Hendry-review/
Cambridgeshire Local Access Forum	http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/559/local_access_forum
Cambridgeshire Freight Map	http://www.cambridgeshire.gov.uk/downloads/file/87/cambridgeshire_freight_map
Cambridgeshire County Council HGV Policy	http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/113/heavy_vehicle_sabnormal_loads_on_the_road
Modeshift STARS	https://modeshiftstars.org/
Connecting Cambridgeshire	http://www.connectingcambridgeshire.co.uk/
The Travel for Cambridgeshire Partnership	http://www.travelcambs.org.uk/
CamShare	https://camshare.liftshare.com/default.asp
BikeBUDi	https://camshare.liftshare.com/bikebudi.asp
SmartTravel Cambridgeshire	http://www.smarttravelcambs.co.uk/
Highways Asset Management Strategy	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4
East Cambridgeshire CIL	http://www.eastcambs.gov.uk/planning/community-infrastructure-levy
Growth Deal, Local Growth Fund and Strategic Economic Plan on the LEP website	http://www.gcgp.co.uk/local-growth-strategy/
Local Highways Improvement Initiative	http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/118/improving_highways
Information on Strategic Economic Plan	http://www.gcgp.co.uk/local-growth-strategy/
More information on the first round of LGF	https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf
More information on the second round of LGF	https://www.gov.uk/governm

	ent/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf
More information on Local Plan and Transport Delivery Plan	https://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4
More information on Traffic Monitoring Reports	http://www.cambridgeshire.gov.uk/downloads/file/175/traffic_monitoring_report

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8. Action Plan

DRAFT

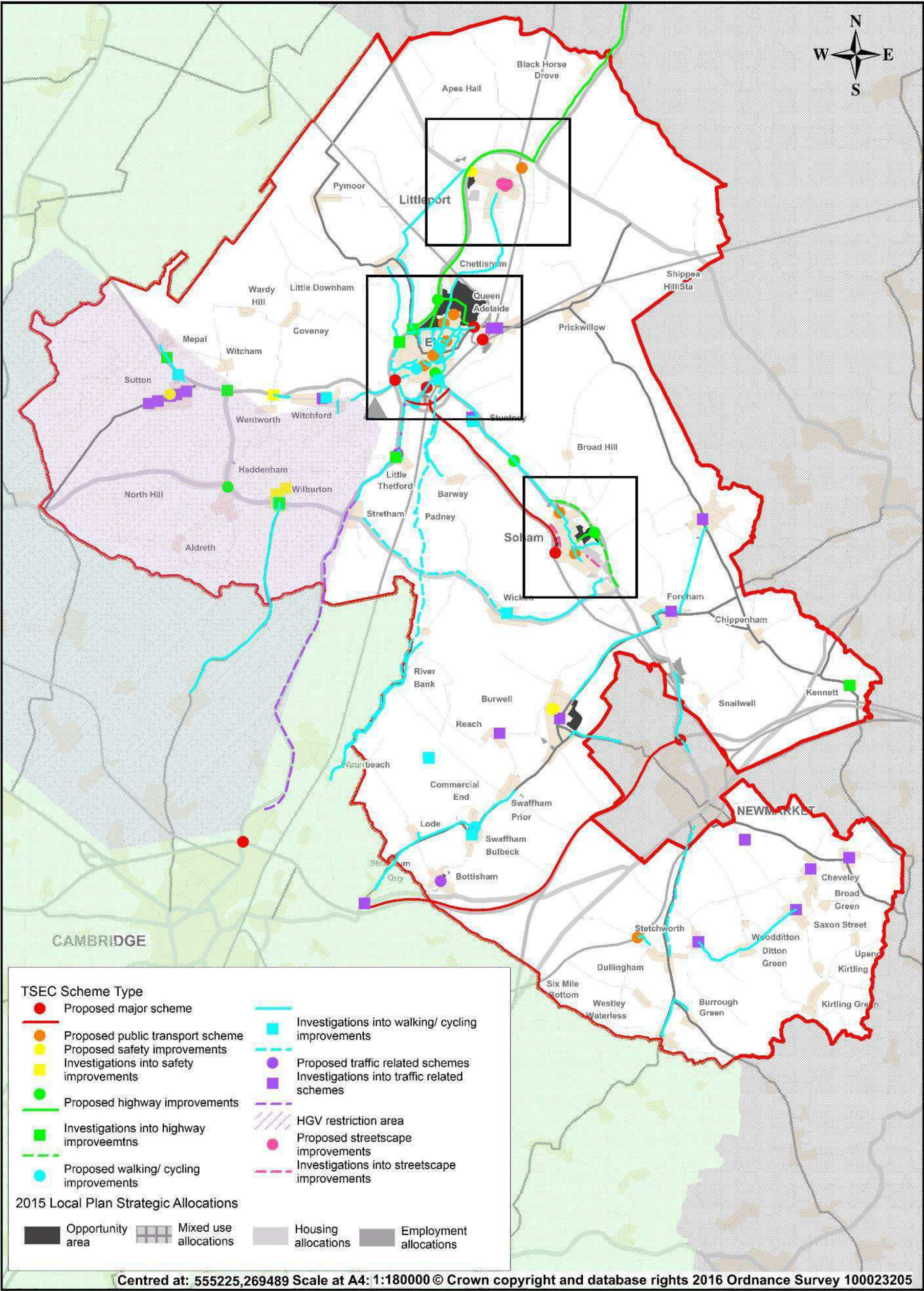


Figure 8 District Wide Action Plan Map

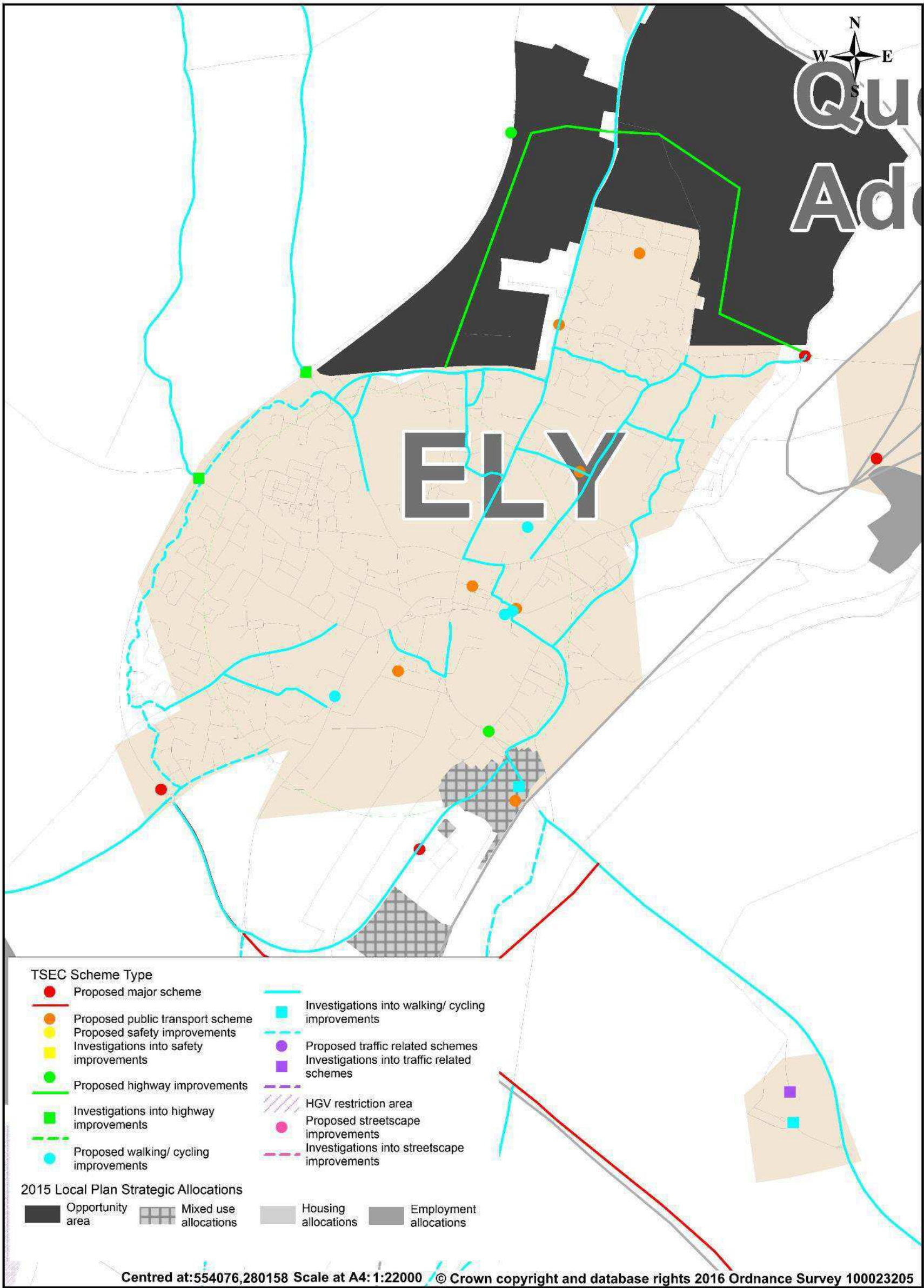


Figure 9 Ely Action Plan Map

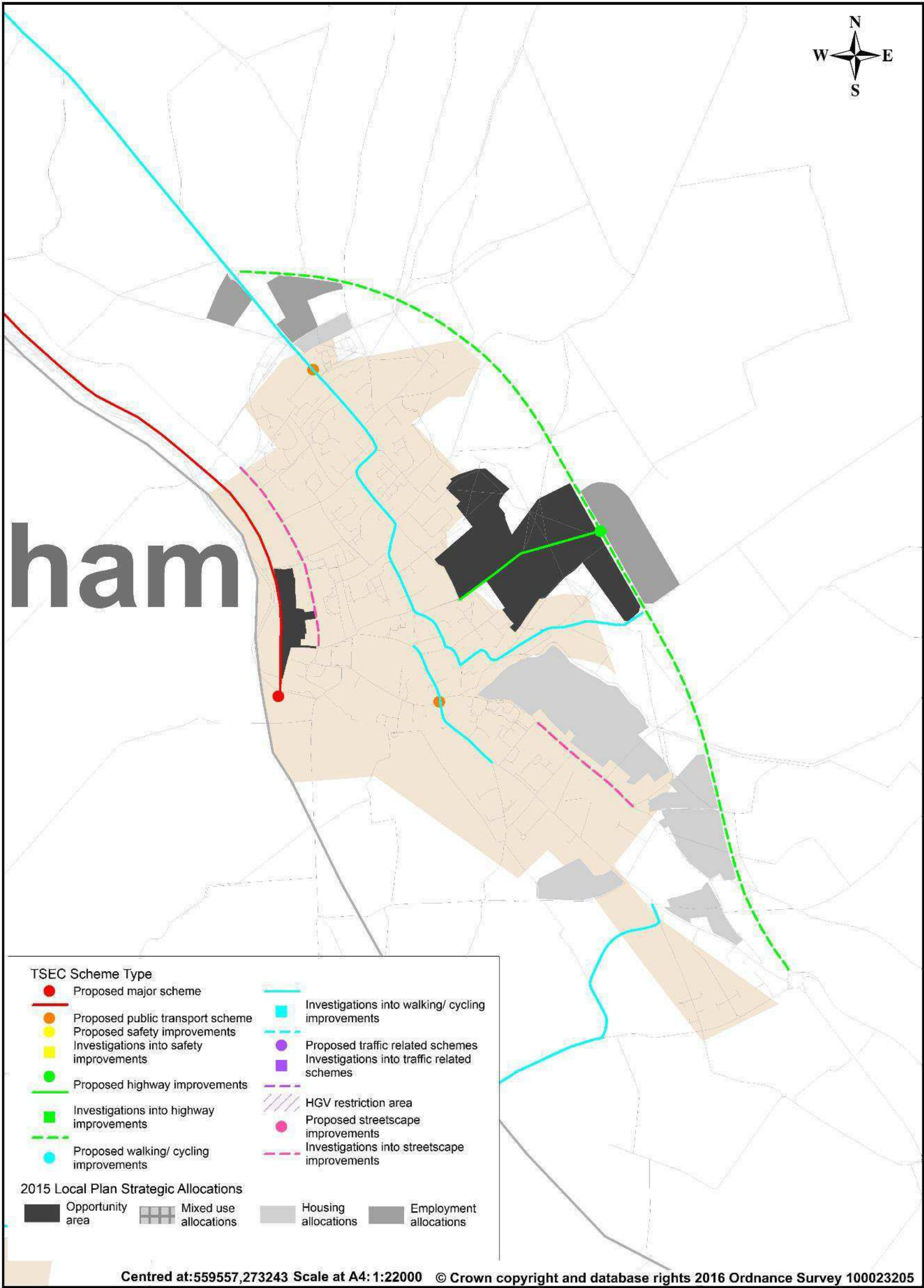


Figure 10 Soham Action Plan Map

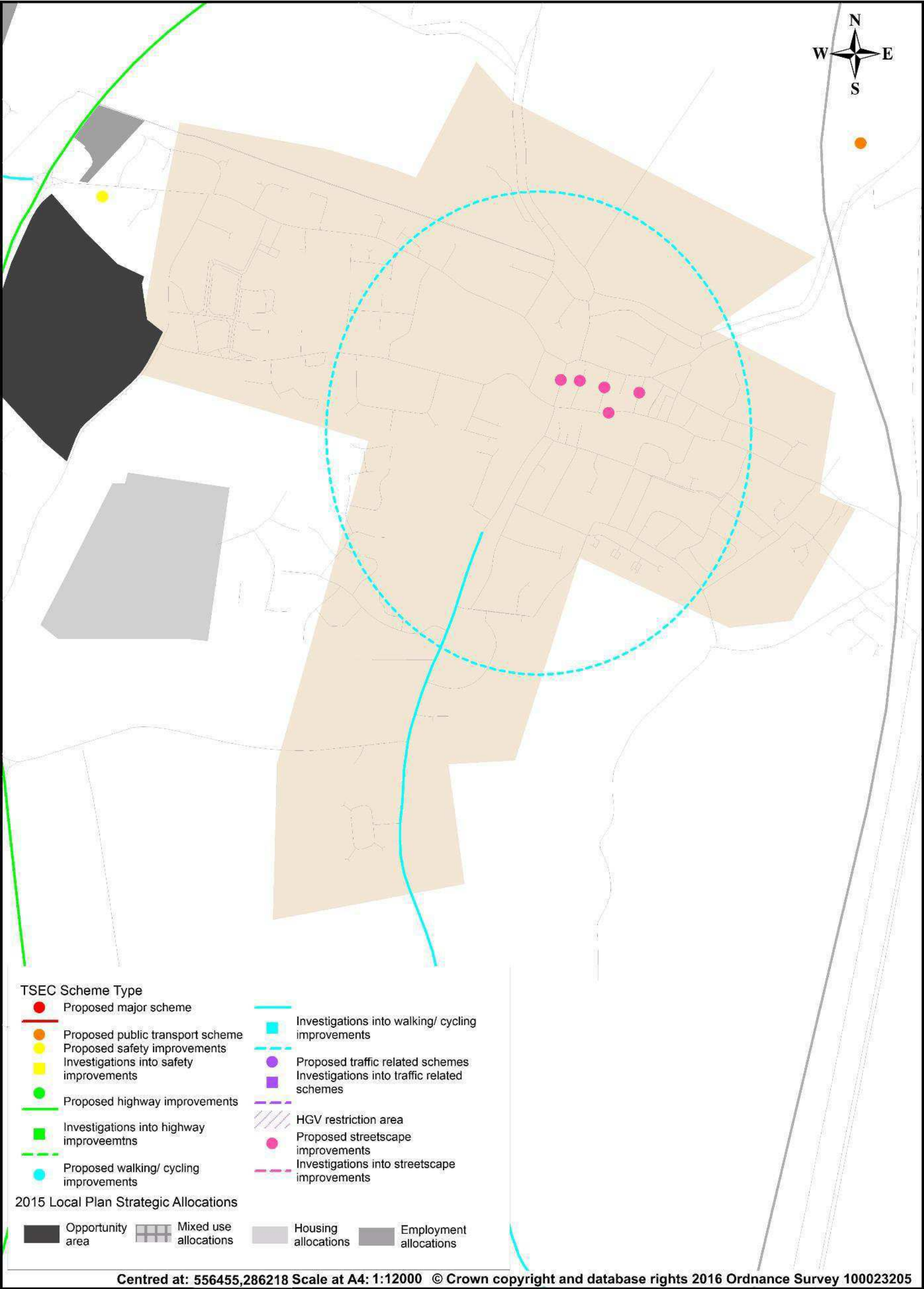


Figure 11 Littleport Action Plan Map

Scheme Reference	Schemes	Scheme Type	Relevant document / Source	Timescale	Cost £= <10k ££ <250k £££= <500k ££££= £500k+
Major schemes					
LTTS	Ely Southern Bypass A southern bypass of Ely, allowing closure of the level crossing on the A142 and large increases in freight and passenger trains through Ely. More information on this scheme is available here: http://www.cambridgeshire.gov.uk/info/20051/transport_projects/63/ely_southern_bypass	Works	CCC Long Term Transport Strategy (2015)	By End of 2017	£35M
E-1	A142 Junction Improvements: Improvements to the A142/Sir James Black Road junction, Cambridge Business Park	Works	TSEC	TBC	££££
LTTS	Ely Road Highway Improvements Fourth arm at the Ely Road/Kings Avenue roundabout (B1382) to enable access to North Ely development	Works	CCC Long Term Transport Strategy (2015)	By 2026	£500,000
LTTS	A10 Dualling between A142 Witchford Road and A142 Angel Drove junctions including cycle path to link with cycle bridge <ul style="list-style-type: none"> - Includes improvements to roundabout capacity - Timing will be considered with relation to the Ely Southern Bypass 	Works	CCC Long Term Transport Strategy (2015)	TBC	£££
E-2	Cycle bridge over the A10 with upgraded link to Lancaster Way	Works	Ely Modelling Study (2009)	TBC	£1M

LTTS	A14 junction 37 improvements, Newmarket Capacity to support growth in East Cambridgeshire and in Newmarket (scheme in Suffolk).	Works	CCC Long Term Transport Strategy (2015)	TBC	TBC- Highways England Scheme
LTTS	A14 / A10 Milton Interchange improvements. Additional capacity at the Milton Interchange for movements between the A10 and A14, and the A14 and the A10.	Works	CCC Long Term Transport Strategy (2015)	Mid to Late 2020s	£40m
LTTS	A14 capacity improvements east of Cambridge. Consideration of need for capacity improvements between Milton Interchange and Newmarket in the medium to longer term. Work to be led by Highways England's Midlands to Felixstowe Route Based Strategy.	Works	CCC Long Term Transport Strategy (2015)	TBC	TBC - Highways England funded
LTTS	Soham area rail infrastructure improvements. Double tracking of the Ely to Soham line.	Works	CCC Long Term Transport Strategy (2015)	By March 2024	Network Rail to fund and deliver
LTTS	Soham railway station GRIP 3 Study and outline business case is currently been carried out for completion in early 2017.	Works	CCC Long Term Transport Strategy (2015)	2021	£6.5m (Cost from GRIP2 Study)
LTTS	Ely North junction rail improvements. Increased capacity through Ely North junction for freight and passenger trains.	Works	CCC Long Term Transport Strategy (2015)	By March 2024	Network Rail to fund and deliver

LTTS	Newmarket west rail curve Reinstatement of the west curve at Newmarket between the Ely to Ipswich and Cambridge to Ipswich railway lines, allowing direct services to be run between Ely and the new station at Soham to Newmarket and Cambridge.	Works	CCC Long Term Transport Strategy (2015)	TBC	Rail industry funded
Cycle and walking schemes					
E-3	Cycle route Lynn Road – High Barns via New Barns Ave (Options – on-road lane, shared use path)	Works	Ely MTTS (2009)	By 2026	££
E-4	Feasibility study for Cycle route: Western Boundary (Options – on-road lane, shared use path)	Study	Ely MTTS (2009)		£
E-5	Cycle route: High Barns – New Barns (Options – on-road lane, shared use path)	Works	Ely MTTS (2009)		££
E-6	Cycle route: High Barns estate/Lynn Road crossing (Options – on-road lane, shared use path)	Works	Ely MTTS (2009)		££
E-7	Additional cycle parking provision Stands in the corner along the edge of the Market Square in the corner opposite the war memorial. Stands on Market Place and other city centre locations	Works	Ely MTTS (2009)		£

E-8	Route along Cam Drive connecting Kings Avenue to Lynn road	Works	Ely MTTS (2009)		£££
E-9	Pedestrian and cycle link (bridge) to connect Summer Hayes (off Henley Way) to Merivale Way Bridge between Henley Way and Merivale Way - Linking two large housing developments and connecting into the Lisle Lane route. This route would also connect up the Ely North development	Works	Officer working group	TBC	££
E-10	Cycle Route St Johns Road – Tower Court Area	Works	Ely MTTS (2009)	TBC	££
E-11	Cycle / pedestrian underpass associated with Ely Southern Bypass In order to facilitate the Ely – Stuntney – Soham cycle route (Ely - Stuntney section to be delivered alongside the Ely Southern Bypass)	Works	Officer working group	By End of 2017	££
E-12	Cycle access from Ely North development to Ely City Centre. Further information on the proposed pedestrian and cycle infrastructure to be implemented as part of the development is available on the East Cambridgeshire Planning Portal.	Works	2016 draft TSEC consultation	TBC	Directly funded by developer
E-13	Crossing on Cambridge Road	Works	2016 draft TSEC consultation	TBC	£
E-14	Cycle improvement: Improve cycling conditions on Gallery Street and Silver Street. Potentially remove cobbled speed bumps.	Works	2016 draft TSEC consultation	TBC	££

District Wide Highway Improvements					
E-20	<p>HGV restriction in the diamond area- north of the A14- south east of the A141, south of the A142 and west of the A10.</p> <p>Short Term: Traffic will be monitored to get a base line of the number of HGVs in the area.</p> <p>Longer Term: Following completion of the Ely Southern Bypass- further monitoring will be carried out to see how HGVs are using the diamond area and investigations will be carried out into the best way of reducing the impacts of HGVs in the diamond area. This could include HGV restrictions being implemented to help protect villages from the negative impacts of HGVs within the diamond area. It is understood that HGVs using the A1123 have a particular impact on the villages.</p>	Study	2016 draft TSEC consultation	TBC	£ - ££
E-21	<p>A10 North Study- More information is provided in the "Further work to develop the Transport Strategy for East Cambridgeshire" section above.</p>	Study	2016 draft TSEC consultation	2017	City Deal and Partners Funding
E-22	<p>A10 North of Ely Study</p>	Study	2016 draft TSEC consultation	2017	££
Ely Highway Improvements					
LTTS	<p>North Ely Highway Improvements.</p> <p>Site access from the A10, B1382 and Lynn Road.</p> <ul style="list-style-type: none"> Fourth arm at the B1382 Ely Road/Prickwillow Road/Kings Avenue Roundabout (also included in 'Major schemes' see above) A new access road from the B1382 Prickwillow Road / Kings Avenue roundabout to the A10 including a new junction with Lynn Road. A new access road from North Ely development to a new roundabout on the A10. 	Works	CCC Long Term Transport Strategy (2015)	2018	Directly funded by developer

E-23	Feasibility study to review A10/West Fen Road junction – safety scheme Investigation required - options could include: New 4 arm roundabout Additional signage	Study	Ely MTTS (2009)	2021	£
E-24	A10/ Downham Road – safety scheme Investigation required - options could include: Signage near the school Cycle/ Pedestrian underpass as part of leisure centre development Traffic calming	Study	Ely MTTS (2009)	2021	££
E-25	Broad Street/Back Hill junction changes Safety Improvements	Works	Ely MTTS (2009)	TBC	££
E-26	Investigate implementation of 20mph zones where appropriate This should be suitable for the adjacent land use, road geometry, user perception, and enforceability (to ensure their effectiveness and safety).	Study	2016 draft TSEC consultation	TBC	££
Ely Public Transport schemes					
LTTS	Measures to provide reliable and timely bus links to the new Ely North development, including: <ul style="list-style-type: none"> Closure of New Barnes Avenue to through traffic Bus priority measures on Brays Lane resulting in closure to non-bus traffic from Market Place. This scheme would be implement to provide a high quality bus service from the Ely North development. This scheme would only be implemented if bus service were to use Brays Lane. Signal control at Kings Avenue/Lynn Road junction 	Works	CCC Long Term Transport Strategy (2015) Ely Modelling Study (2009)	2021	££££

E-27	Real Time Bus Information and other infrastructure improvements <ul style="list-style-type: none"> List Bus stops Interchange on Market Street 	Works	Ely MTTS (2009)	2021	£1.25M
E-28	Investigate installation of Real Time Passenger Information across the district	Study	2016 draft TSEC consultation	TBC	£
E-29	Improved parking, access and interchange facilities at Ely Station. Measures to improve accessibility of the station by all modes and cater for more southbound trips from Ely by rail, reducing pressure on the A10.	Works	CCC Long Term Transport Strategy (2015)	2018	£1M
E-30	Upgrade bus shelter at Prince of Wales Hospital	Works	2016 draft TSEC consultation	TBC	£
E-31	Investigate bus priority measures in Ely	Study	2016 draft TSEC consultation	TBC	££
E-32	Provision of new coach drop off point as part of the Barton Road Car Park redevelopment	Works	2016 draft TSEC consultation	TBC	Developer Funded
Littleport					
E-33	Improve access and parking provision at Littleport Station <ul style="list-style-type: none"> Additional car and cycling parking Improve access for all users 	Works	Town Vision 2016 draft TSEC consultation	2021/2026	££

E-34	Town Centre Streetscape improvements Improvements to Main Street, Granby Street, Hitches Street, Globe Lane and Crown Lane <ul style="list-style-type: none"> • Signage • Street Lighting • Kerb level and dropped kerbs to improve accessibility • Information panels • Benches 	Works	Town Vision	TBC	£ - ££
E-35	Improved cycle and pedestrian access Creation of a new circular pedestrian route to the north, south and east of Littleport	Works	Town Vision	2021	£££
E-36	Improved pedestrian and cycle access New routes to Little Downham and Ely (Bank Branch between Littleport and Ely - steep embankment may be an issue for off-road route) <u>or</u> Ely Road – Lynn Road	Works	Town Vision	TBC	£££
E-37	Implementation of 30mph speed reduction on Wisbech Road linked to School development	Works	2016 draft TSEC consultation	TBC	££
	Soham				
	Public Transport schemes				

E-38	Improvements to town centre bus stops Service 12, 117: Stop opposite Brook Dam Lane Stop near the Birches	Works	East Cambs Parish Forum	TBC	£25,000
<i>Cycling and walking schemes</i>					
E-39	Improve Soham Town cycling network Hall Street Pratt Street High Street Paddock Street Townsend Road High Street Sand Street to connect with Fordham Road (Options – on-road lane, shared use path)	Works	Soham Masterplan (2010)	2021/2026	££
E-40	Cycle route: Soham to Ely (via Stuntney) (9.6km) Link in with routes above and also to Soham to Wicken Fen listed below (Ely to Stuntney being delivered as part of Ely Southern Bypass)	Works	2016 draft TSEC consultation	TBC	£££
E-41	Streetscape improvements Investigate 20mph alongside Mereside and Brook St (existing 30mph)	Study	East Cambs Parish Forum (2015)	2021	£

E-42	Cycle route: Soham to Wicken Fen (Options: Off road route connecting to NCN 11) links to Soham to Ely scheme above. Consider routeing via Upware.	Works	Village Vision	TBC	£££
E-43	Investigate safety and access improvements onto the Soham Southern Bypass (A142)	Study	2016 draft TSEC consultation	TBC	££
Highways schemes					
E-44	Eastern Gateway linkages: <ul style="list-style-type: none"> New roundabout on the A142 Link road to Pratt Street A142/Eastern Gateway 	Works	Soham Masterplan (2010)	TBC	Facilitated as part of the Eastern Gateway development
Ashley					
E-45	Investigations into traffic calming: village centre	Study	Village Vision	TBC	TBC
Barway					
E-46	Improvements to the Barway/ A142 junction: <ul style="list-style-type: none"> Installation of a traffic island to prevent overtaking through the right turn lane 50 mph speed limit between Barway Road and Eye Hill Drove Investigate option to improve visibility 	Works	2016 draft TSEC consultation	TBC	TBC
E-47	Improve cycle track surface for route 11 near Barway.	Works	2016 draft TSEC consultation	TBC	££

	Brinkley				
E-48	Cycle route improvement: to Burrough Green	Works	Village Vision	TBC	TBC
	Bottisham				
E-49	Speed reduction measures/ signage on Bottisham High Street	Works	2016 draft TSEC consultation	TBC	TBC
	Burwell				
E-50	Safety improvements <ul style="list-style-type: none"> Signage on Newham Lane/Pantile Lane/Castburn Lane 	Works	East Cambs Parish Forum (2015)	TBC	£
E-51	Speeding issues Investigate introduction of speed reduction measures through the village	Study	East Cambs Parish Forum (2015)	TBC	£
E-52	Cycle/ pedestrian path between Burwell and Exning along B1103 Newmarket Road: between B1102 Isaacson Road and The Drift, Exning	Works	2016 draft TSEC consultation	TBC	Developer whole/ partial funding
	Cheveley				
E-53	Investigations into traffic calming: village centre	Study	Village Vision	TBC	TBC

	Dullingham				
E-54	Cycle route improvement: Investigation into cycle link to Newmarket	Study	Village Vision	TBC	TBC
E-55	Expansion of the existing car park at Dullingham station	Works	2016 draft TSEC consultation	TBC	TBC
E-56	Walking and cycling improvement: Dullingham village to Dullingham station	Works	2016 draft TSEC consultation	TBC	TBC
E-57	Street lighting improvements between Dullingham Village and Dullingham Station (Note: No CCC funding is available).	Works	2016 draft TSEC consultation	TBC	Alternative funding
	Fordham				
E-58	Cycle route improvement: Burwell-Fordham-Isleham	Works	Village Vision	TBC	TBC
E-59	Cycle route improvement: Soham/ Fordham to Newmarket	Works	2016 draft TSEC consultation	TBC	££

E-60	Investigations into traffic calming: <ul style="list-style-type: none"> One way system for Sharmans Road to Mildenhall road Priority for Carter Street at Junction with Sharmans Road and halt at junction before vehicles proceed around the Chequers bend Re-evaluate traffic calming through the village 	Study	2016 draft TSEC consultation	TBC	££
Haddenham					
E-61	Improvements to Witcham Toll junction Investigate possibility of a roundabout / traffic signals A1421 / Ely Road at the Haddenham Road/ A142/ The Slade staggered junction.	Study	East Cambs Parish Forum (2015)	TBC	£
E-62	Installation of traffic lights at the top of Haddenham High Street	Works	2016 draft TSEC consultation	TBC	TBC
Isleham					
E-63	Investigate speed reduction measures throughout village	Works	2016 draft TSEC consultation	TBC	TBC
Kennett					
E-64	Investigate measures to manage through traffic between the A14 and A11 linked to development proposals	Study	2016 draft TSEC consultation	TBC	££
Little Downham					

E-65	Cycling improvement Improve bridleway to create cycle route from Little Downham to Ely (investigate opportunities for improvements to NCN 11) or upgrade existing footway alongside B1411 to shared use.	Works	Village Vision	TBC	££
Little Thetford					
E-66	Investigate possible safety and access improvements to the A10/ The Wyches junction Investigate improvements to the junction to improve the safety of right turning traffic towards Ely.	Study	East Cambs Parish Forum (2015) 2016 draft TSEC consultation	TBC	£
E-67	Speeding issues Review of 50mph limit	Works	East Cambs Parish Forum (2015)	TBC	£
E-68	Traffic calming measures at the junction of the village with the A10	Works	East Cambs Parish Forum (2015)	TBC	££
E-69	Foot/cycle path extensions required in the Wyches from the cemetery to A10 (££)(may require land take) and between Little Thetford and Stretham (£££)	Works	East Cambs Parish Forum (2015)	TBC	££- £££
Lode					

E-70	Pedestrian / Cycle improvement Cycle route between Quy and Lode for commuters to Cambridge (investigate opportunities for improvements to NCN 11 but also options for B1102 segregated cycle route or shared use pedestrian/cycle path)	Works	Village Vision	TBC	££
E-71	Investigate options to improve cyclist accessibility over the river on Lodes Way	Study	2016 draft TSEC consultation	TBC	££
Mepal					
E-72	Cycling improvement Segregated cycle route along A142 from Sutton to Mepal	Works	Village Vision	TBC	£££
E-73	Investigate options for safe crossing of the A142 between Mepal and Sutton, Elean business park, Witcham and Witcham Toll	Study	2016 draft TSEC consultation	TBC	££
E-74	Investigate options to improve access from Mepal onto the A142. Potential to lower the speed on approach to the access	Study	2016 draft TSEC consultation	TBC	££
Newmarket Fringe					
E-75	Investigations into traffic calming on Duchess Drive	Study	Village Vision	TBC	TBC
Queen Adelaide					

E-76	Road safety Investigate speed reduction measures along B1382 and safety issues at junction with river bridge	Study	East Cambs Parish Forum (2015)	TBC	£
Reach					
E-77	Traffic calming Investigate need for traffic calming in the village Investigation into congestion relief at Stow cum Quay/ A14	Study	East Cambs Parish Forum (2015)	TBC	£
Stetchworth					
E-78	Investigations into traffic calming: village centre	Study	Village Vision	TBC	TBC
Stretham					
E-79	Walking and cycling improvement Investigate Pedestrian / Cycle route (shared use or segregated) between Stretham and Ely	Study	Officer working group	TBC	£££
E-80	Investigate options for a cycle link between Stretham and Soham/ Wicken	Study	2016 draft TSEC consultation	TBC	££
Stuntney					
E-81	Traffic calming Investigate need for traffic calming through the village	Study	East Cambs Parish Forum (2015)	TBC	£

E-82	Traffic calming Investigate pedestrian and cycle routes through the village and connections to Ely	Study	East Cambs Parish Forum (2015)	TBC	£
Sutton					
E-83	Traffic management Feasibility assessment of speed reduction options for The Brook, High Street, The America, Church Lane and Pound Lane.	Study	Village Vision	TBC	£
E-84	Road safety Installation of Pelican crossing near school and The Brook	Works	Village Vision	TBC	££
Swaffham Bulbeck					
E-85	Walking improvement Pedestrian crossing from the Denny to the High Street	Works	Village Vision	TBC	££
E-86	Traffic calming Traffic calming through village	Works	Village Vision	TBC	£
E-87	Walking improvement Investigate feasibility for permissive pedestrian paths (not definitive ROW but rather important connections between ROW) around the village	Study	Village Vision	TBC	£
E-88	Cycle improvement Cycle route from Lode / Swaffham Bulbeck to Swaffham Prior Continuation of off-road route into Swaffham Prior.	Works	Village Vision	TBC	£££

	Upware				
E-89	Cycle Improvement Cycle route to Wicken and along the river to Waterbeach	Works	Village Vision	TBC	£££
	Wentworth				
E-90	Investigate feasibility of installation of pedestrian island at junction with A142	Study	East Cambs Parish Forum (2015)	TBC	££
	Wicken				
E-91	Cycle improvement Cycle route between Wicken and Soham via Downfields / Drury Lane	Works	Village Vision	TBC	££
E-92	Investigate options to improve the cycle route between Wicken and Waterbeach	Study	2016 draft TSEC consultation	TBC	££
	Wilburton				
E-93	Pedestrian and cycle improvement Pedestrian / Cycle route between village and Cottenham	Works	Village Vision	TBC	££££
E-94	Road Safety Investigate speeding issues through village specifically High Street, Station Road, Twenty Pence Road, Broadway Consider signage, change in speed limit	Study	Village Vision	TBC	£

E-95	Walking improvements Investigate pedestrian improvements on: <ul style="list-style-type: none"> Twenty Pence / High Street 	Study	Village Vision	TBC	££
E-96	Safety Improvement Carpond Lane / School – dangerous driving / parking <ul style="list-style-type: none"> Signage Lining 	Works	East Cambs Parish Forum (2015)	TBC	££
E-97	Investigate options to improve the Wilburton/ Twenty Pence Road junction	Study	2016 draft TSEC consultation	TBC	££
Witchford					
E-98	Walking improvement Pedestrian path on Grunty Fen road from Main Street Continue 1m surfaced footway at Grunty Fen Road to off Scenes Drove	Works	East Cambs Parish Forum (2015) 2016 draft TSEC consultation	TBC	££
E-99	Cycling improvement Improvements from Wentworth junction – connect to existing segregated shared use provision Signage / surface improvements	Works	East Cambs Parish Forum (2015)	TBC	££
E-100	Investigate suitable locations for dropped kerbs throughout village	Study	2016 draft TSEC consultation	TBC	££

E-101	Traffic calming throughout village Investigate traffic calming measures such as using street furniture to reduce width of the road and marking of parking spaces to reduce the speed of the road.		2016 draft TSEC consultation	TBC	££
Woodditton					
E-102	Investigation into traffic calming on Saxon Street	Study	Village Vision	TBC	TBC
E-103	Cycle route improvements: Woodditton to Saxon Street and Woodditton to Stetchworth	Study	Village Vision	TBC	TBC

9. Appendix 1 Transport and Public Health

The Transport and Health JSNA shows how Transport can impact health. “Transport is a complex system affected by infrastructure, individual characteristics and behaviours and can have a board impact on health. Joffe (2002)⁴³ has developed a map, Figure 12 **Diagram of pathways from transport policy to health outcomes** showing the transport components that could be linked to health outcomes.” Aspects included in the map show issues such as air and noise pollution, road design, impact on physical activity, road injuries and access.

The Transport and Health JSNA has focused on the below three areas:

- Air Pollution
- Active Transport
- Access to Transport

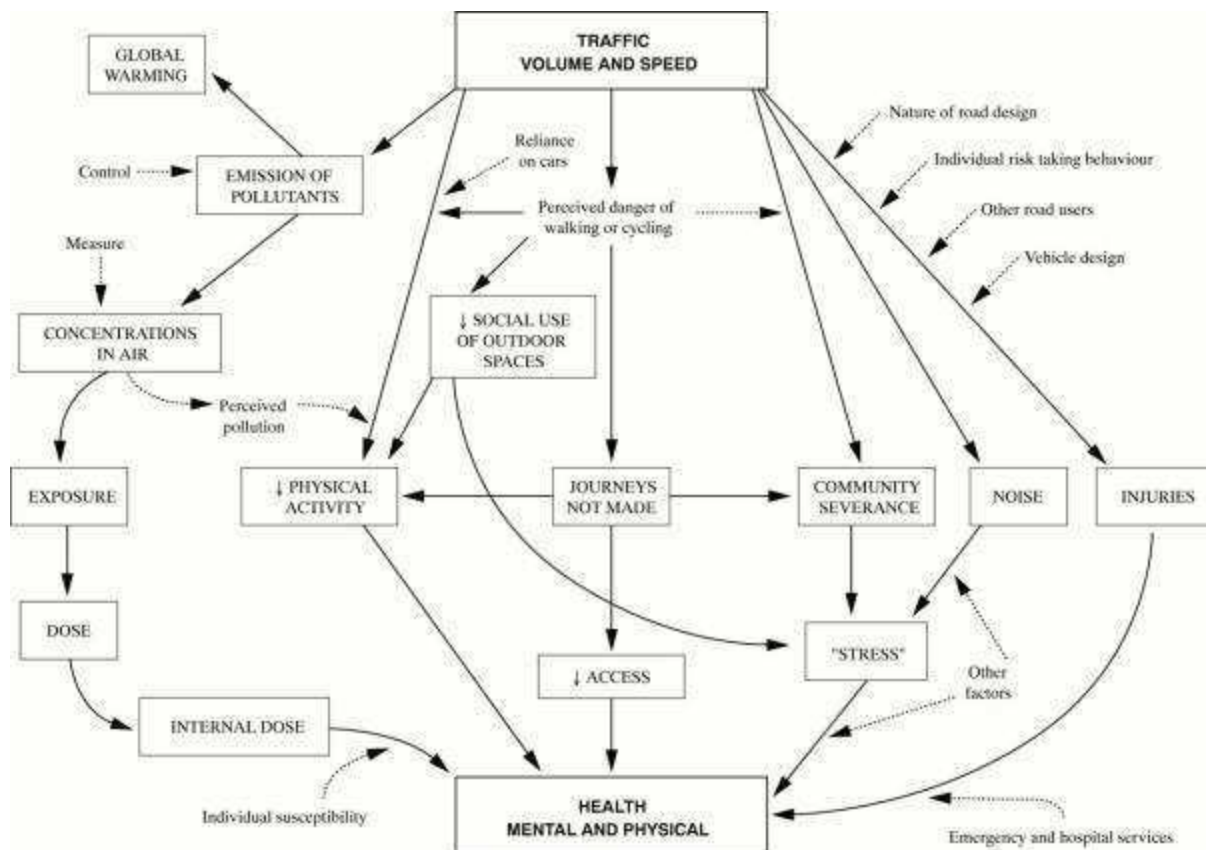


Figure 12 Diagram of pathways from transport policy to health outcomes

⁴³ Joffe M, Mindell J, *A framework for the evidence base to support Health Impact Assessment*, J Epidemiol Community Health 2002;56:132–138 available at: <http://jech.bmj.com/content/56/2/132.full>

Air Pollution

Poor air quality has a significant impact on health, including increasing the risk of asthma and other lung problems. Children, the elderly and those with existing cardiac and respiratory problems are most vulnerable. Poor air quality is thought to cause more deaths and illness than passive smoking, road traffic accidents or obesity.

East Cambridgeshire District Council's website⁴⁴ provides more detailed information on Air Quality in the district but a summary is given here. Air quality in East Cambridgeshire is relatively good and as a rural district it does not suffer some of the higher levels of air pollution that are experienced in Cambridge, South Cambridgeshire and Huntingdonshire. The 2014 Air Quality Progress Report for East Cambridgeshire District Council shows that there are "no exceedances of air quality objectives, with the exception of the previously identified exceedance in Ely". The exceedance in Ely is due to the annual mean objectives for Nitrogen Dioxide NO₂ in the Station Road area a more detail assessment of this area is now taking place.

East Cambridgeshire District Council published a progress report⁴⁴ in 2014. This report involves screening each of the prescribed pollutants to see if they will require a more detailed assessment to determine if their respective objectives are going to be met. The report investigated busy and congested roads, factories and other sources of air pollution to see if any particular components are present that are likely to give rise to air quality issues.

The LTP¹⁶ states that, "We will work with district councils to reduce levels of air pollution in order to meet national objectives, by managing and reducing vehicle emissions and encouraging increased usage of sustainable modes of transport". An objective of this strategy is to increase use of sustainable modes of transport which will have the impact of improving air quality. This is line with the Transport and Health JSNA¹⁷ which highlights a focus on:

- Switching to a low emission passenger fleet and vehicles
- Encouraging walking and cycling rather than car use

The Transport and Health JSNA¹⁷ has a lot of detail regarding the effects of air pollution, who is impacted and when. The report goes on to look at what can be done to improve air quality and these include the two points above. The JSNA¹⁷ highlights research that shows that exposure to high levels of traffic-related air pollution (though greater use of active transport modes) did not appear to modify associations indicating beneficial effects of physical activity on mortality. Therefore the emphasis of modal shifts should be appropriate even in areas with higher levels of pollution.

⁴⁴ <http://www.eastcambs.gov.uk/pollution/air-quality>

Active Transport

Active travel is a way of getting from A to B that involves being physically active. The main forms of active travel are walking and cycling. Using public transport can be a form of active travel as people who take public transport are likely to walk further than car users (walking to and from bus stops).

Some of the benefits of active transport are listed below, the majority of the benefits of active travel come from increasing levels of physical activity and walking and cycling are excellent ways of integrating physically activity into everyday life.

- Reducing risk of diseases such as cardiovascular diseases, diabetes , Cancer, obesity, mental health problems and musculoskeletal health-osteoporosis and osteoarthritis
- Reducing costs to the NHS
- Improving air quality
- Improved wellbeing
- Reducing in CO₂ emissions
- Economic Benefits

The Third Local Transport Plan¹⁶

The LTP highlights both the benefit of active travel and some of the difficulties surrounding the take up of active travel. The figure below taken from the LTP shows that levels of cycling and walking to work in East Cambridgeshire are lower than those in all districts of Cambridgeshire as well as the East of England and England as a whole. This strategy aims to address the barrier to getting more people walking and cycling so that they become more active.

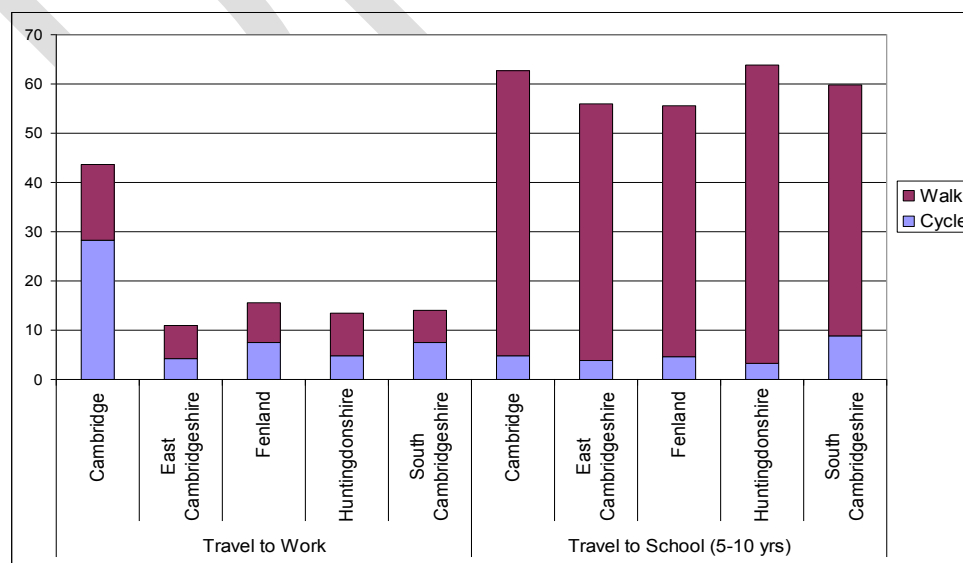


Figure 13 Levels of walking and cycling in Cambridgeshire

The barriers to greater use of sustainable transport are highlighted in the LTP as:

- Length of journey
- Lack of direct walking/cycling routes between homes and services/leisure facilities
- Lack of infrastructure to promote sustainable travel, for example bus and cycle lanes and pedestrian crossings, and segregated inter-urban cycle routes
- Road safety concerns for all road users
- Lack of public transport, particularly in rural areas and during the evenings
- Lack of funding to subsidise non-commercially viable bus services
- Reliability, availability, quality and predictability of public transport services
- Lack of information/awareness about sustainable travel options
- Misconceptions about sustainable forms of transport, for example, high cost of bus fares and poor road safety for bicycles
- Inflexibility of public transport compared to car travel
- Status associated with car ownership and cultural preference for car travel

The LTP and this strategy aim to overcome these barriers by:

- Working with planning authorities to reduce the need to travel by locating housing near jobs and services
- Negotiate with developers to ensure sustainable infrastructure is implemented in new developments
- Great promotion of the sustainable travel network
- Improve provision of cycling infrastructure
- Improve integration between sustainable modes of transport
- Continue to support community transport schemes
- Promote the health and lifestyle benefits of choosing sustainable modes of travel
- Support travel planning programmes working with business, developers, schools and individuals to promote sustainable travel

The Transport and Health JSNA¹⁷ provides a lot of information regarding the active travel trips that people are currently making to work and school. The JSNA¹⁷ goes on to highlight the research that was carried out as part of the 2013 Cambridgeshire

Festival of Cycling. The festival went to 10 market towns and 1994 people attended the 10 events. The audience was self-selecting but highlights some attitudes around cycling.

- 88% of people said they would like to cycle more than they currently do
- Reasons for not cycling more are given as road safety concerns, too busy or too dangerous, bad weather and not enough time
- Safer cycling routes were consistently cited as helping people to cycle more

The following points were made in Ely:

- The routes in the central area are well signed, but signage is scarce as you move further out of the centre and into surrounding villages
- Lack of joined up cycle networks and cycle infrastructure
- Limited cycle parking in key locations
- Low modal share of cycle and working despite compact nature of the city

The JSNA¹⁷ goes on to look at the effectiveness of walking and cycling interventions. In summary research which was reviewed highlighted the following key points:

Infrastructure improvements do have the potential to encourage modal shift it is important that they reduce barrier, such as perceptions of danger or provide a more convenient route

Incentives and disincentives may also play a role in encouraging modal shift. Commuters offered either public transportation benefits, showers, lockers or bike parking, but no free car parking are more likely to either to use public transport, walk or cycle to work

The inclusion of free car parking in benefit packages alongside benefits of public transport, walking and cycling seem to offset the effect of these incentives. Therefore, benefits for active transport seems to work best when car parking is not free

Access to Transport

The JSNA¹⁷ investigates access to Transport across Cambridgeshire. In summary it found that:

- Transport barriers are not experienced equally through the population and are impacted by social exclusion, living in rural areas, access to cars and the skills and confidence to use available transport
- Transport is an enabler or gateway to services and intervention
- Some areas have a high number of individuals with limiting conditions, no access to a car and with long trips to GPs or hospitals

- In some areas there is a high proportion of A and E attendance brought in by ambulance, often in the outskirts of towns
- Users often highlight the complexity in planning journeys, the length of time and expense in making journeys
- Community transport provides an important contribution to journeys to health services especially hospital appointments
- There are concerns about whether community transport can meet demands on their services

The JSNA highlighted a future focus on:

- Ensuring a system-level perspective on health and transport planning
- Use of local evidence and partnership work to improve access to health services, especially in areas which highlighted difficulties
- Making clear and relevant transport information available at appropriate time, such as when health appointments are made
- Investigation into additional bus provision or novel alternatives to increase non-private transport options, such as more effective use of school buses and taxis

This section of the JSNA focused on transport barriers to accessing services and investigated the factors which would mean an individual household or community are particularly vulnerable to barriers associated with access to transport. These barriers include:

- The availability and physical accessibility of transport
- Cost of transport
- Services and activities located in inaccessible places
- Safety and security
- Travel horizons

The JSNA investigates where people with a transport disadvantage live in Cambridgeshire. Various maps have been produced using 2013 data. They show that there are several areas in the east of East Cambridgeshire that have poorer access to GP Practices than other areas in Cambridgeshire.

Access to GP practice - travel times to nearest GP Practice by public transport/walking

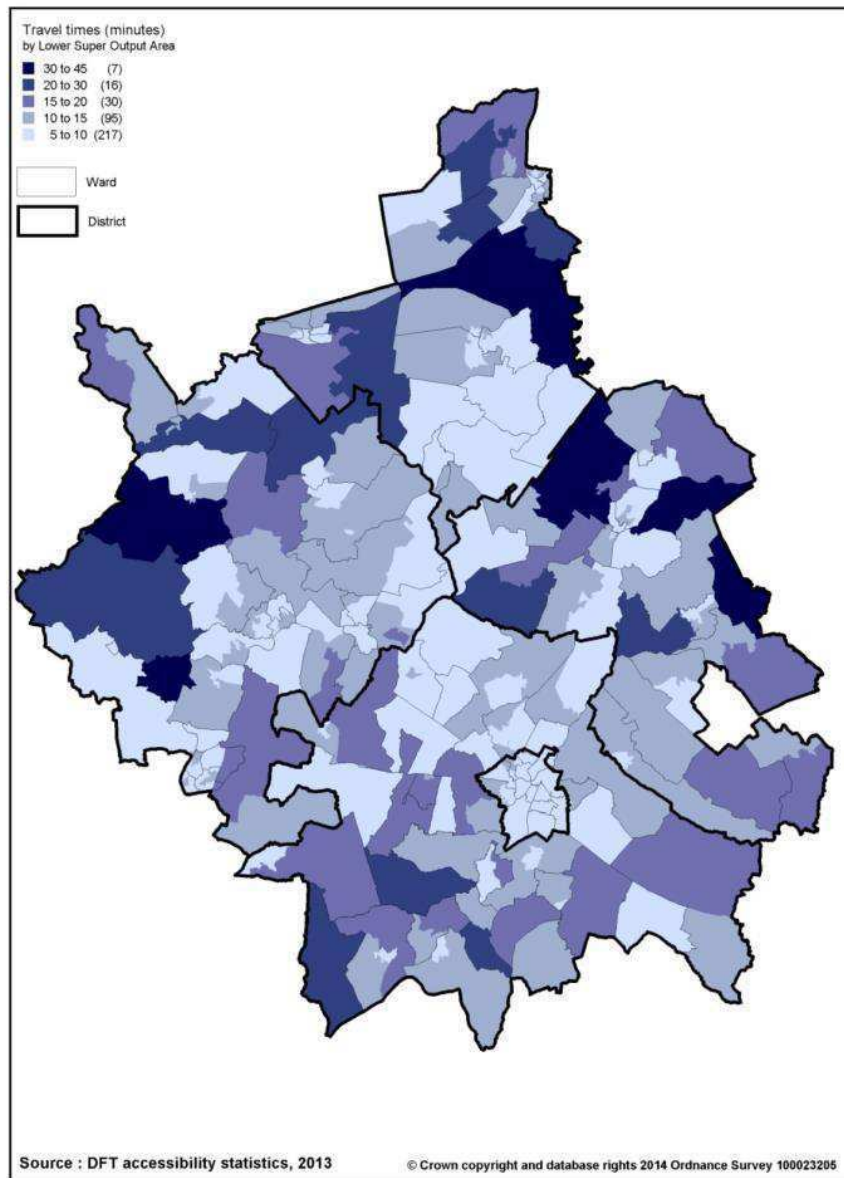


Figure 14 Access to GP practice- travel times to nearest GP Practice by public transport/walking¹⁷

The JSNA went on to analysis several health related datasets to examine patterns of accessibility to health and other services in Cambridgeshire. The data is available at www.cambridgeshireinsight.org.uk As the data is complete with a large number of data sets a flag system was created to help identify wards that may have potential problems with access to health care. No ward in East Cambridgeshire had a high number of flags.

The JSNA went on to investigate what current services are used to access health services. It found that Community Car Schemes played a strong role in enabling people to access health care and also allowing people to make social trips. Various Community Car Schemes are available in East Cambridgeshire these are highlighted on the East Cambridgeshire District Council's website⁴⁵ the website also provides information on dial a ride services available in the district.

The JSNA looked at possible ways to raise awareness of transport options to health care appointments that are available. It recognised the importance of GP practices in advising their patients on transport options. It also highlighted an approach for elective and outpatient travel to hospital where information is embedded within appointment letters, match to the postcode for which the letter is sent to provide tailored and person information on transport options available.

⁴⁵<http://www.eastcambs.gov.uk/roads-transport/community-transport>

10. Appendix 2 TSEC Scoping Consultation

East Cambridgeshire Transport Strategy Scoping Consultation

Report on the outcome of the Public consultation held 5 June 2014- 28 July 2014

Background

Cambridgeshire County Council has started to develop a transport strategy for East Cambridgeshire (TSEC). As part of the strategy developing a public scoping exercise was carried out as part wider public consultation carried out by Cambridgeshire County Council. The wider public consultation was on the Local Transport Plan 3 refresh including the Strategic Environmental Assessment and Habitat Regulation Assessment, The Draft Cambridgeshire Long Term Transport Strategy and two Market Town Transport Strategies for Huntingdon and Godmanchester and Wisbech. As part of the consultation there were a number of exhibitions across the country. There was one held in East Cambridgeshire at the Lamb Hotel in Ely on the 11 July 2014.

As the TSEC is in the early stages of development the consultation questionnaire asked for the public's views on what issues the strategy should address and what measures should be included in the strategy. There was also the opportunity for the public to add their own comments in a free text response box.

The feedback collected from this consultation will be used to inform the development of TSEC. It is expected that a draft TSEC will go to public consultation in winter 2014, where the public will have further opportunity to comment on the strategy before it is finalised.

Results

Over 784 respondents completed the online questionnaire which included the options to comment on all the strategies mentioned in section 1.1 above. There were a number of 'tick box' questions relating to the TSEC, on average 540 people responded to each of these questions. There was also the opportunity for people to add text in a free text box, 207 people did so.

Respondents were given the option to say if they felt that the TSEC should address various issues or not, the results of this are detailed below:

Should the strategy address the following issue?

Make it easier to walk, cycle and use public transport:



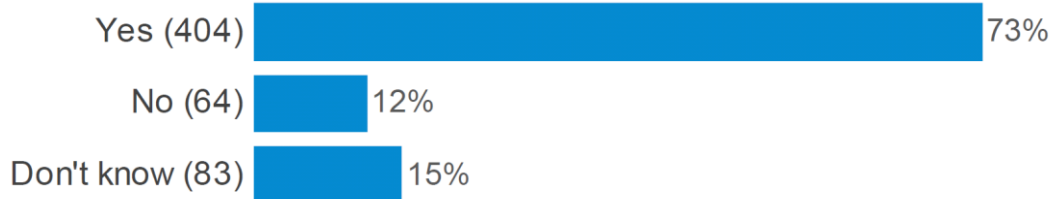
Address lack of public transport in rural areas and in the evenings:



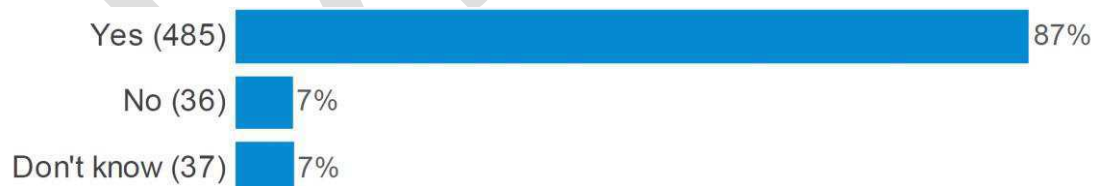
Tackle congestion and delays for car drivers:



Reduce rat-running in urban/built up areas:



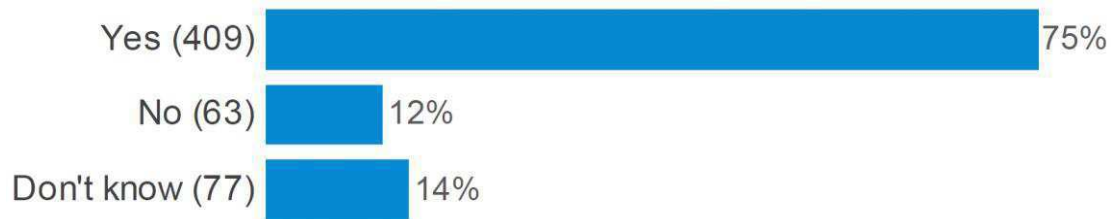
Improve road safety:



Raise awareness of travel options:



Address local air pollution and reduce emissions:



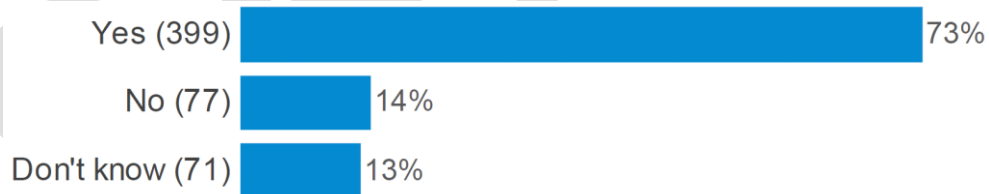
Reduce reliance on road transport for freight:



Preserve the area's natural and historic environment:

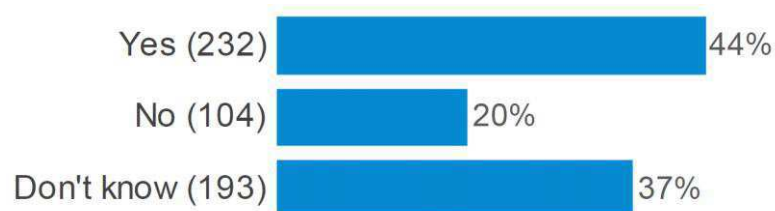


Manage parking:



Should the following measures be included in the strategy?

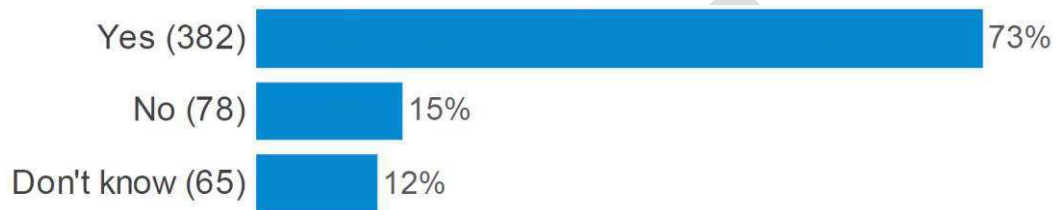
Increased pedestrian areas in Ely:



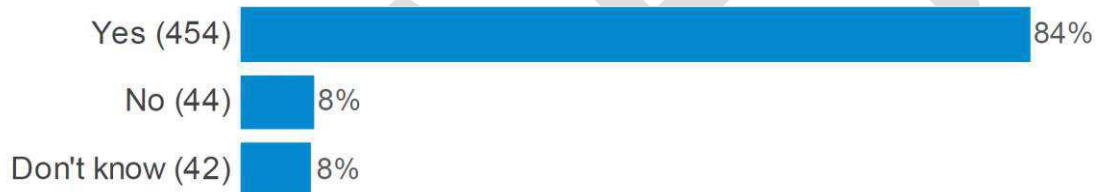
Improvements for pedestrians:



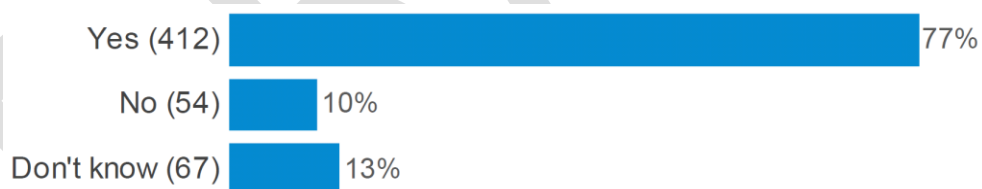
Limit parking where it delays traffic:



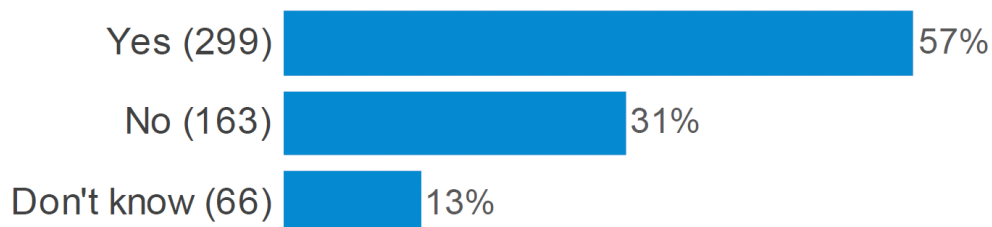
More cycle routes and paths:



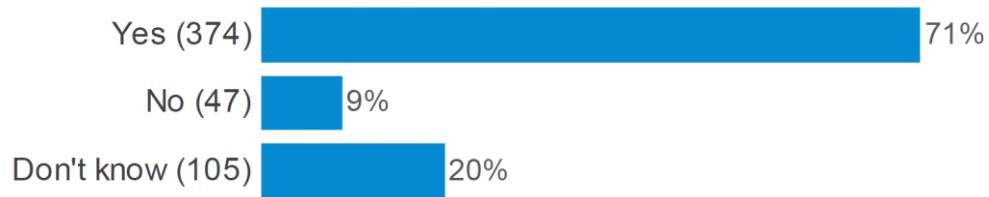
More cycle parking:



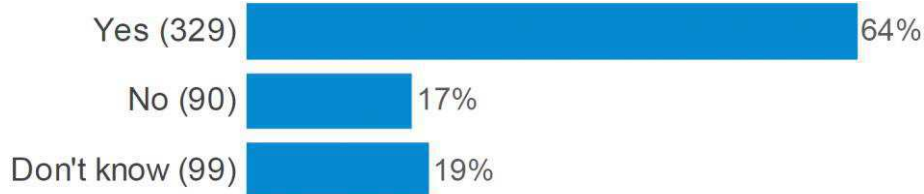
Buses and cycles given priority on all key roads:



Wider availability of community/demand led transport:



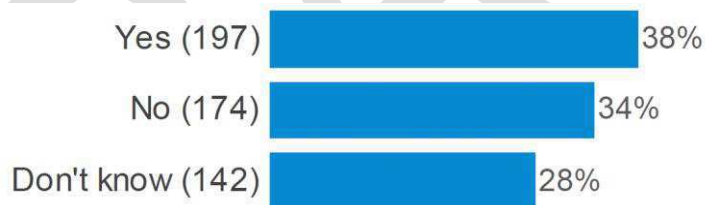
Road safety training, education and campaigns:



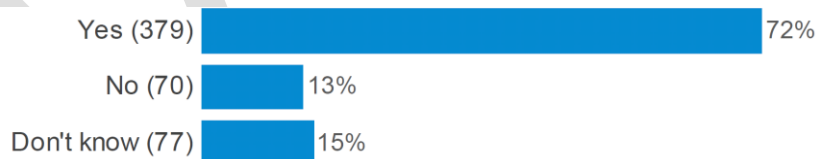
Support businesses to encourage sustainable travel:



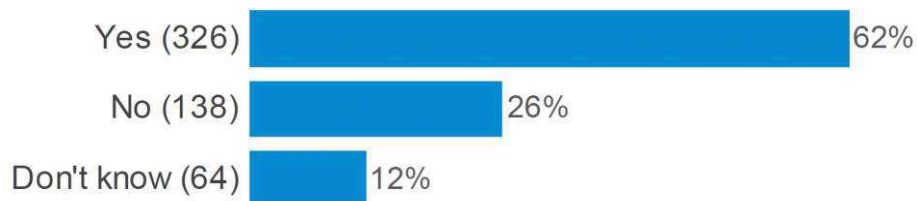
Greater support for short term car hire:



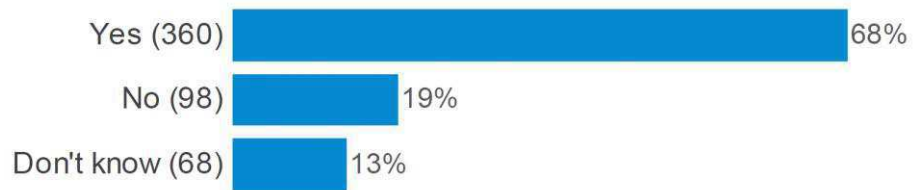
Improved travel information and bus marketing:



Larger-scale road improvements:



Improvements to A roads:

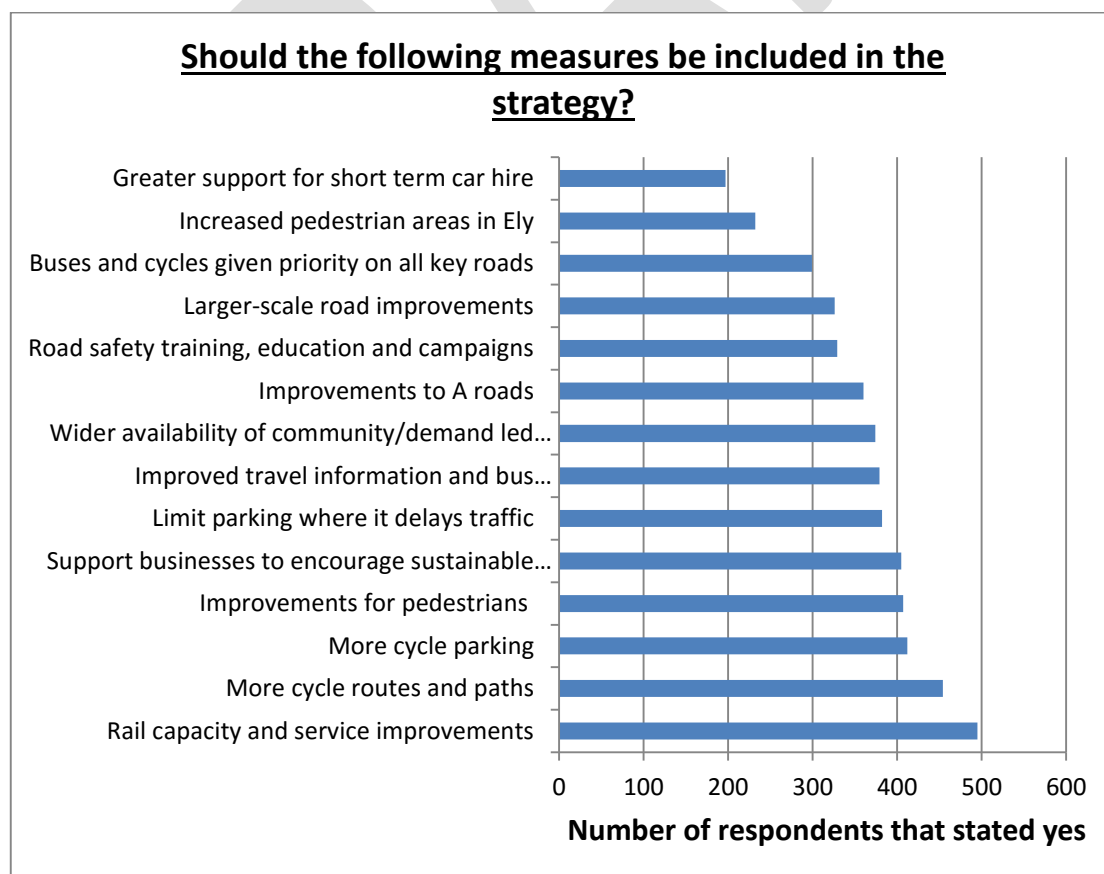
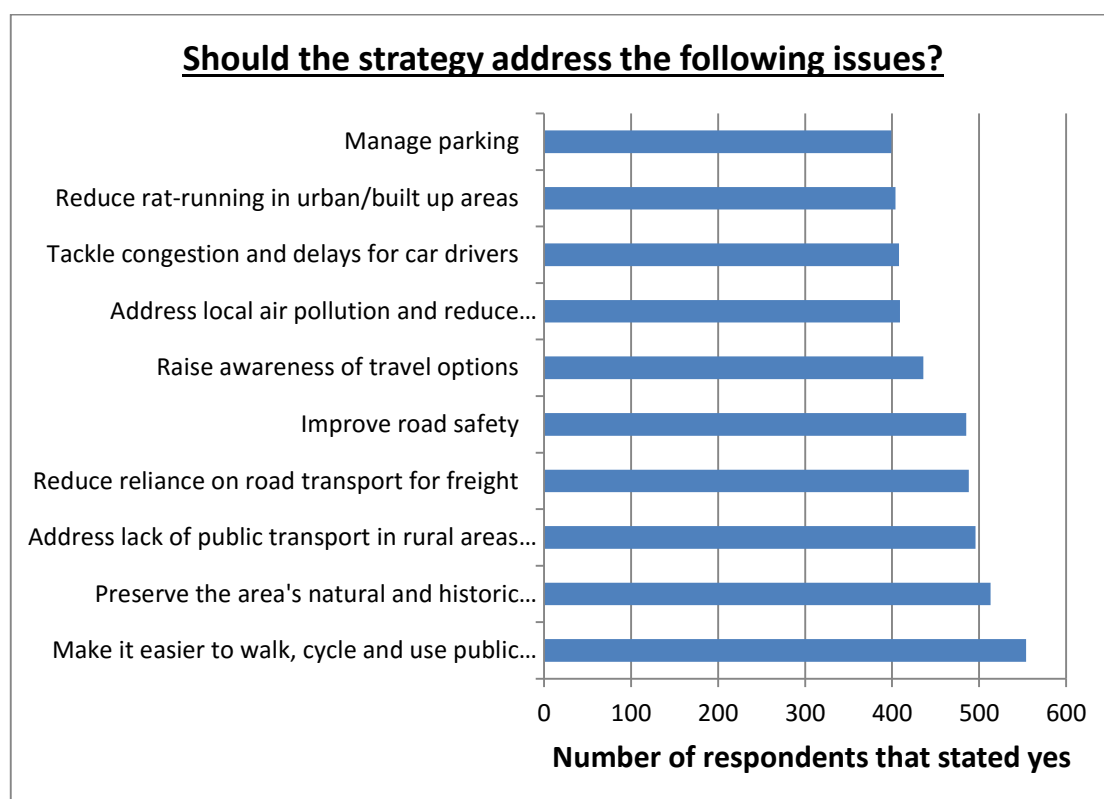


Rail capacity and service improvements:



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Below shows the order of measures ranked from smallest number of people saying yes to largest number:



From the above it can be seen that there is strong support for most issues that were listed as potential issues to be addressed by the strategy. Strongest support (greatest number of people answering yes) was seen for addressing issues that make it easier to walk, cycle and use public transport 96 percent of respondents answered yes. Strong support was also seen for preserving the area's natural and historic environment with 91 percent of respondents answering yes. There were slightly lower levels of support for managing parking and reducing rat running although the majority 73 percent of respondents answered yes to both these questions.

Regarding measures to be included in the strategy, it can be seen that there was strong support for most of the suggested measures. Strongest support was seen for sustainable mode improvements to be included. With 91 percent of respondents answering yes to measure to improve rail capacity and improve service answering yes. 84 percent answered yes to more cycle routes and paths and 77 percent answered yes to both more cycle parking and improvements for pedestrians.

Measure which less than the majority of respondents answered yes to were, Increasing pedestrian areas in Ely 44 percent answered yes and greater support for short term car hire with 38 percent answering yes.

There was a free text box in which respondents could add comments. The box started with the question; in your view are there any other issues the East Cambridgeshire Strategy should look at?

Respondents used this section to highlight a number of issues which have been broken down into various sections by mode of transport below.

Road

- 10 respondents highlighted the need for improvements on the A10
- 8 people stated the need to build the Ely southern bypass
- 6 mentioned the need for improvements on the A142 in the Ely area
- 3 people mentioned the need for parking to remain free in Ely
- 2 people mentioned each of the following :do not predict and provide with road capacity, improvements are needed on B roads these often get neglected, support for 20mph zone in all built up areas and reduce rat running traffic
- Individual respondents mentioned various other comments related to roads, these tended to be more local issues or suggestions for schemes. These will be considered as the strategy is developed

Rail

- 9 respondents highlighted support or need to have a station in Soham
- 3 respondents mentioned both the need to reduce rail fares and the need for large scale rail improvements
- 2 respondents highlighted a desire for more freight on rail
- Individual respondents made various other comments about rail these generally reflected more local issues, these will be considered as the strategy is developed

Bus

- 14 respondents mentioned a desire/need for Sunday and evening bus services
- 11 mentioned a desire/need for more frequent bus services for the villages and better links to employment
- 4 respondents stated they would like bus fares to be capped
- 2 mentioned they would like a park and ride scheme in Ely
- Individual respondents made various other comments about buses or bus infrastructure these generally reflected more local issues, these will be considered as the strategy is developed

Walk

- 6 individual comments were made around walking, again these were generally more location based issues. These will be taken into account as the strategy is developed

Cycling

- 9 respondents mentioned a desire for more off road cycleways
- 6 mentioned a desire for cycle route improvements in rural areas
- 3 respondents mentioned the following, the desire/need for a cycle route on the A10 corridor and the need/desire for improvements to leisure routes in the area as options were currently limited
- 2 respondents mentioned improvements are needed to the Ely-Soham cycle way and the need to improve the link between the railway station, river and Ely centre
- Individuals mentioned various other comments relating to cycling again these were fairly local in their focus and will be considered as the strategy is developed

Other comments

- Generally these were fairly specific in nature although several respondents did mention the comments below
- 4 respondents mentioned the need to reduce or remove HGVs travelling through villages
- 2 mentioned the need for both vegetation cutting at junctions before it affected visibility and 2 respondents were not convinced that promoting cycling and public transport worked when services and facilities did not exist

Letter and Emails Received

In total 30 organisations wrote letters or email in response to the consultation and 56 members of the public wrote letters or email. The vast majority of these letters were regarding the LTTS and proposal contained within it. Although 1 respondent mentioned specific schemes to be included in the TSEC.

11. Appendix 3 TSEC Consultation Report

Cambridgeshire County Council

Draft Transport Strategy for East Cambridgeshire Consultation Report

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1. Background

The Transport Strategy for East Cambridgeshire (TSEC) provides the strategy basis for the transport infrastructure improvements in East Cambridgeshire including an action plan of specific transport schemes. It provides the transport context along with housing and employment growth planned for East Cambridgeshire as well as addressing the existing transport related issues in the district. The objectives and policies provide the strategy basis by which an action plan of schemes has been developed.

Cambridgeshire County Council started the six week consultation process on 29th April 2016, with the aim of gathering views of anyone who lives, works or travels through East Cambridgeshire on the strategies' objectives, policies and potential transport improvements included within the action plan. The consultation also evaluated the specific factors which encourage or act as a barrier sustainable transport options.

This report summarises the method by which County Council consulted on the strategy, and the feedback received through the consultation process. The feedback analysis is split into three parts:

1. Living Streets consultation feedback: Comments from the Living Streets harder to reach groups face to face consultation events and questionnaires.
2. County Council consultation feedback: Written responses and drop in exhibition comments from stakeholders and the general public.
3. County Council consultation feedback: Analysis of the consultation questionnaire (undertaken by the Cambridgeshire Research Group-part of the County Council).

2. Method

2.1 Who was consulted?

The audience of this consultation was anyone who lives, works or travels through East Cambridgeshire. This includes residents, stakeholders, local businesses, district and parish councils and anyone who travels in and around East Cambridgeshire. Cambridgeshire County Council also commissioned Living Streets to organise and run a series of events (focus groups and target group meetings) to gain the views from harder to reach groups. The target groups were identified as:

- Older people
- Younger people
- People with disabilities
- Working people

Living Streets contacted over 40 organisations and individuals as potential gateways to organise access to target groups for events.

The following summarises the methods undertaken by both Cambridgeshire County Council and Living Streets.

2.2 How was the consultation publicised?

The consultation was publicised in a variety of different ways including:

- Being registered on the Cambridgeshire County Council consultation finder⁴⁶ with a link to the TSEC webpage⁴⁷.
- Posters publicising the consultation including the consultation period, location of events and where to find more information where produced. Copies were distributed to Parish Clerks, along with an accompanying email to request permission to advertise on village notice boards as well as shops, local sports centres and community centres around East Cambridgeshire. A full listing of where these posters were sent to can be found in Appendix B.
- A press release was produced by the County Councils Communications Team, to promote the consultation, the TSEC consultation events and where to find more information. Examples of TSEC promotional material can be viewed in Appendix C.
- Twitter reminders were also tweeted to promote the consultation once it was live with reminders prior to each exhibition.
- Stakeholders were contacted by email during the first week of the consultation. Stakeholders were made aware of the consultation timescale and sent a link to the TSEC website. The following lists some of the types of stakeholder and interest groups that were consulted:
 - Local government
 - Parish Council Clerks
 - District Councillors
 - Schools
 - Local Groups
 - Transport Organisations
 - Health organisations
 - Voluntary and care organisations

An email was also sent to stakeholders on the East Cambridgeshire Register of Consultees and Business Distribution lists, for stakeholders who have previously expressed an interest in transport.

The County Council events were publicised separately to those run by Living Streets. The Living Streets outreach consultation was promoted by community networks and newspaper advertising. Details of the Centre-E and Ely Library events and links to the online survey were also shared by helpful individuals and organisations through e-news, email, social networks and verbally. More detail on the Living Streets publicity can be found in Appendix E.

⁴⁶ <http://www.cambridgeshire.gov.uk/consultations>

⁴⁷ <http://www.cambridgeshire.gov.uk/TSEC>

The County Councils TSEC webpage had hyperlinks to the full draft strategy document, the consultation leaflet and online questionnaire. A synopsis explaining the purpose of the strategy and a listing of the County Council run consultation events was also provided. A screen grab of the webpage is available in Appendix A.

2.3 How were they consulted?

Leaflet / questionnaire

Cambridgeshire County Council produced a consultation leaflet which summarised the strategy document: the objectives, a summary of how the policies are used to address travel through East Cambridgeshire and a map illustrating the locations and types of schemes already included within the strategy action plan.

The consultation questionnaire was produced with officers in Public Health. Part A focussed on what people thought of the strategy whereas part B focussed on the factors which are a barrier or encouragement to sustainable travel and alternative transport options. The questionnaires were designed to be easily separated from the leaflet and had a freepost printout. A copy of the consultation leaflet/questionnaire can be found in Appendix D.

The leaflet and questionnaire were available online, and were also distributed to East Cambridgeshire and Newmarket libraries, several doctors' surgeries, East Cambridgeshire District Council and brought to events. The teams postal and email addresses were provided to allow respondents to provide additional comment should the questionnaire not allow adequate space or scope to express their views. Hard copies of the draft strategy were available at Ely and Newmarket Libraries, and brought to consultation events.

As the Living Streets consultation events were aimed at specific target audiences the County Council version of the questionnaire was altered to make it more accessible to the target audiences. It also included an open field text box for additional comments.

Public Exhibitions

People were invited to attend five drop in exhibitions arranged by Cambridgeshire County Council. The aim of these events was to provide a platform for anybody with an interest in the strategy to discuss it with officers. The events held by Living Streets were tailored to be more accessible for each target group. Table 1 summarises the dates, locations, event types and attendance of all the consultation events. The Living Streets events were run flexibly with a mixture of group discussion and one to one Q&A. Comments made at the exhibitions were all noted and included in the consultation analysis in section 3.2.2.

Date	Town	Venue	Type of event	Organiser	Attendance
07/03/2016	Stetchworth	The Ellesmere Centre	Drop In	Cambridgeshire County Council	10
10/03/2016	Sutton	The Glebe	Drop In	Cambridgeshire County Council	12
14/03/2016	Littleport	Village Hall	Drop In	Cambridgeshire County Council	7
15/03/2016	Soham	The Walter Geidney Pavilion	Drop In	Cambridgeshire County Council	7
22/03/2016	Ely	Ely Cathedral Education and Conference Centre	Drop In	Cambridgeshire County Council	>25
22/03/2016	Soham	The Shade Primary School	Focus group – primary school children	Living Streets	10
04/04/2016	Soham	Soham Library	Questionnaires – Cambridgeshire Hearing Help	Living Streets	16
04/04/2016	Littleport	e-Space North	Questionnaires – working people	Living Streets	10
04/04/2016	Ely	Centre E	Focus Group – teenagers/ young adults	Living Streets	7
05/04/2016	Burwell	Burwell Day Centre	Focus Group – day centre users	Living Streets	25
05/04/2016	Ely	Larkfields Resource Centre	Questionnaires – older people	Living Streets	9
07/04/2016	Littleport	Branching Out	Focus Groups – adults with learning disability	Living Streets	6
07/04/2016	Ely	Ely Library	Drop In	Living Streets	2

Table 1: TSEC consultation events

Generally attendance at the public drop in exhibitions was quite low, with an average of 9 attending each of the Soham, Littleport, Sutton and Ellesmere events.

Attendance at Ely was considerably higher. A mixture of residents, parish and district councillors, local stakeholders and an officer from a neighbouring council attended.

The Living Streets events had a similar attendance rate to the majority of the County Council events.

2.4 Feedback

Results from the County Council paper surveys were transcribed onto the online survey and analysed by the Cambridgeshire Research Group. Section 3.2.1 summarises the main findings from this analysis. Feedback from the consultation questionnaire, letters and emails, comments from the exhibition events and the free text answer from question 5⁴⁸ of the consultation questionnaire have been compiled and analysed in section 3.2.2.

The analysis of the Living Streets consultation data was undertaken in full by Living Streets as outlined in the Living Streets TSEC Consultation report. The key findings have been extracted and summarised in section 3.1. The full report can be viewed in Appendix E, and includes a copy of the Living Streets questionnaire.

3. Results

3.1 Living Streets consultation feedback

A total of 92 people responded to the Living Streets consultation, 45 in face to face events and the remainder by the reproduced Living Streets online survey.

Not all of the questions were answered by all respondents. The questionnaire results do not include the primary school or learning disability as this was not considered to be suitable for the audience, instead these were run as discussion groups.

About you **Respondent locations**

The majority of respondents came from a CB7 postcode, which represents the area within the Isleham – Upware – Littleport area. CB6 and CB25, with the remaining 52% from a range of other post codes.

Respondent age

Figure 1 shows that respondent age was relatively evenly spread, with the majority of people responding between the ages of 35-54 and the fewest responding from the 65-75 and under 17 age groups. Living Streets noted the numbers of respondents from each of the target groups from the questionnaires:

- Older people (>65 years old): 29 (32%) over 65; 19 (21%) over 85
- Younger people(<25 years old): 11 (12%) under 25; 3 under 17

⁴⁸ Question 5: "Do you have any comments relating to the TSEC objectives and policies, or any schemes in the Action Plan which you feel should be added or removed?"

- People with disabilities: 28 (33.5%) have a disability which effects the way they travel
- Working people: 35 (38%) indicated that they travel through East Cambs for work

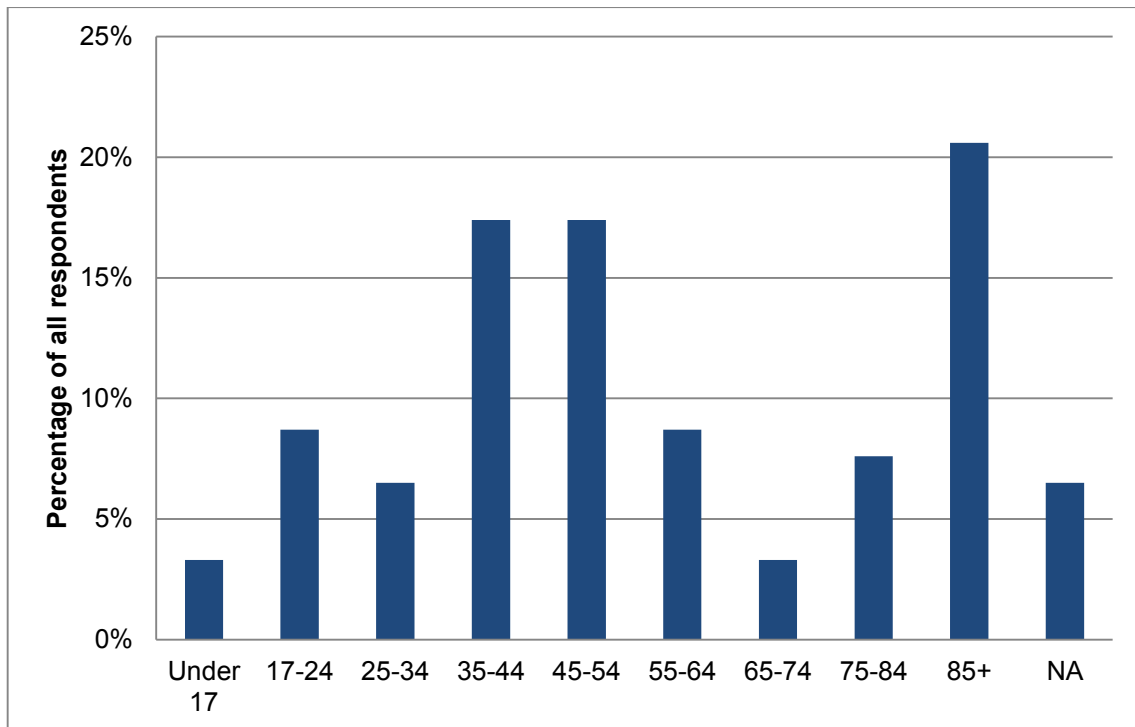


Figure 1: Respondent age breakdown

Car ownership

62.8% of respondents indicated that they own a car. Of the 32 (or 37.2%) people who indicated that they do not own a car, 59.4% indicated that they don't drive because of a disability.

Main reasons for travel in and around East Cambridgeshire

The respondents were asked what their main reasons for travel are, and reasons have been identified as follows:

- Shopping (41 respondents)
- Social, including day centre (38 respondents)
- Work (35 respondents)

Other reasons include leisure, parent / carer duties, health appointments, education and volunteering.

Opinions on the TSEC

Do you support the six objectives set out for the TSEC?

A total of 85 people responded to this. Figure 2 illustrates that the majority of respondents strongly supported or supported the objectives.

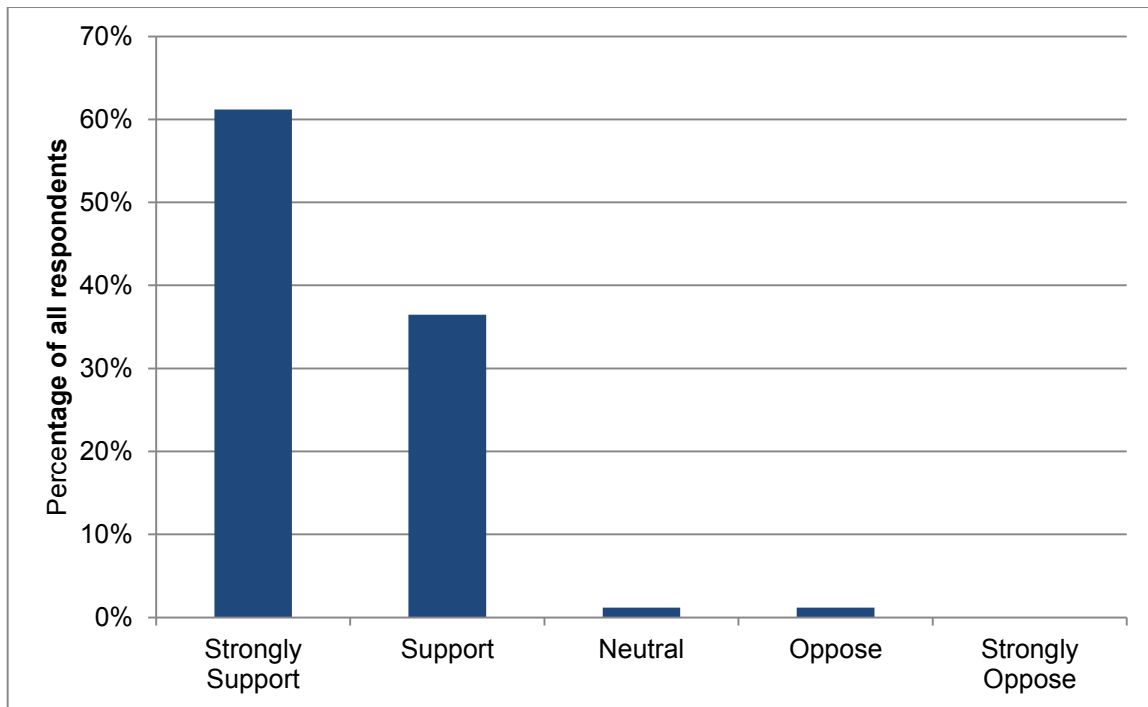


Figure 2: Respondent support of the strategy objectives.

We want your views on the policies being used to address the six objectives. These policies are used to support and create plans for transport improvements in the district.... Do you agree with how they are being used?

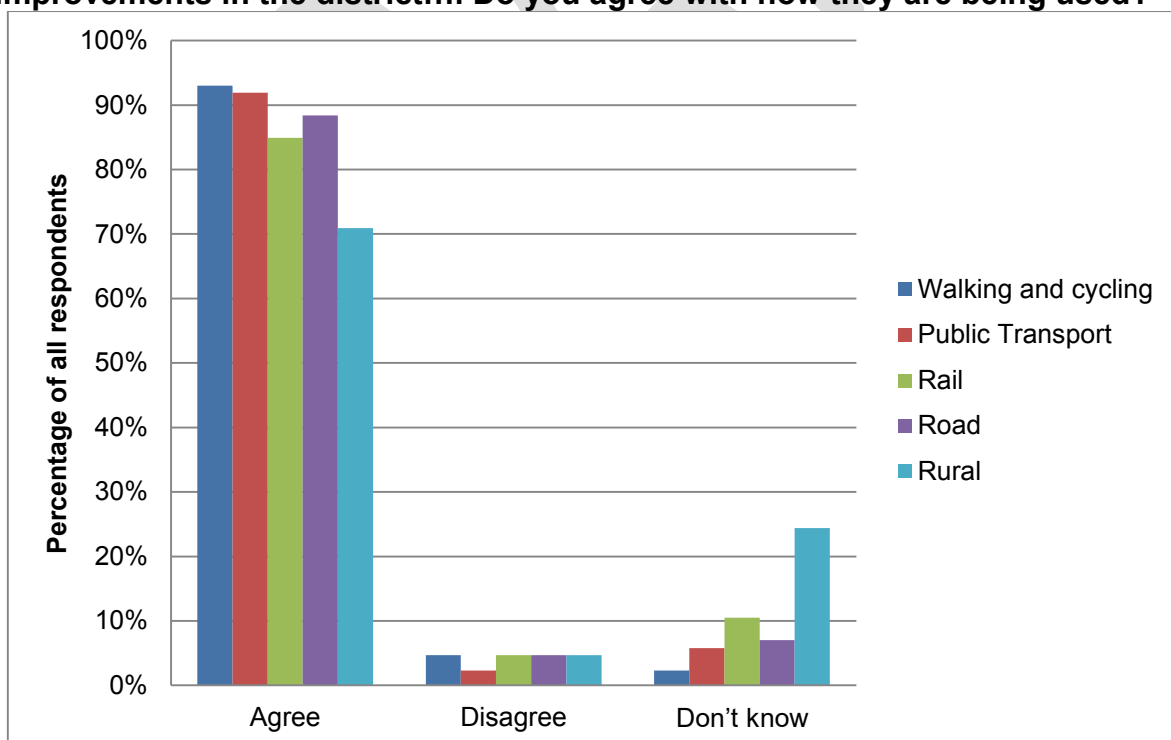


Figure 3: Respondent support for how policies within the TSEC are being used to address different methods of travel

Figure 3 indicates that the majority of respondents agree with the way policies are being used – most notably for walking and cycling and public transport. Living Streets noted that the lower acceptance of the way rural policies have been used is likely to be due to the lack of knowledge of what community transport is.

Using the map and information in the leaflet, please indicate the 5 major schemes that you feel are most important to improve travel throughout East Cambridgeshire.

Due to the scope of this question it was difficult for respondents to answer adequately. Therefore the data has been summarised qualitatively rather than quantitatively.

The top three schemes identified to be important include:

- Ely Southern Bypass.
- A14/ A10 Milton Interchange.
- A10 widening.

Question 4 has not been analysed due to the reasons above, and question 5 has been addressed in section 3.2.2.

Environment and Health

What is/are you most commonly used mode(s) of transport?

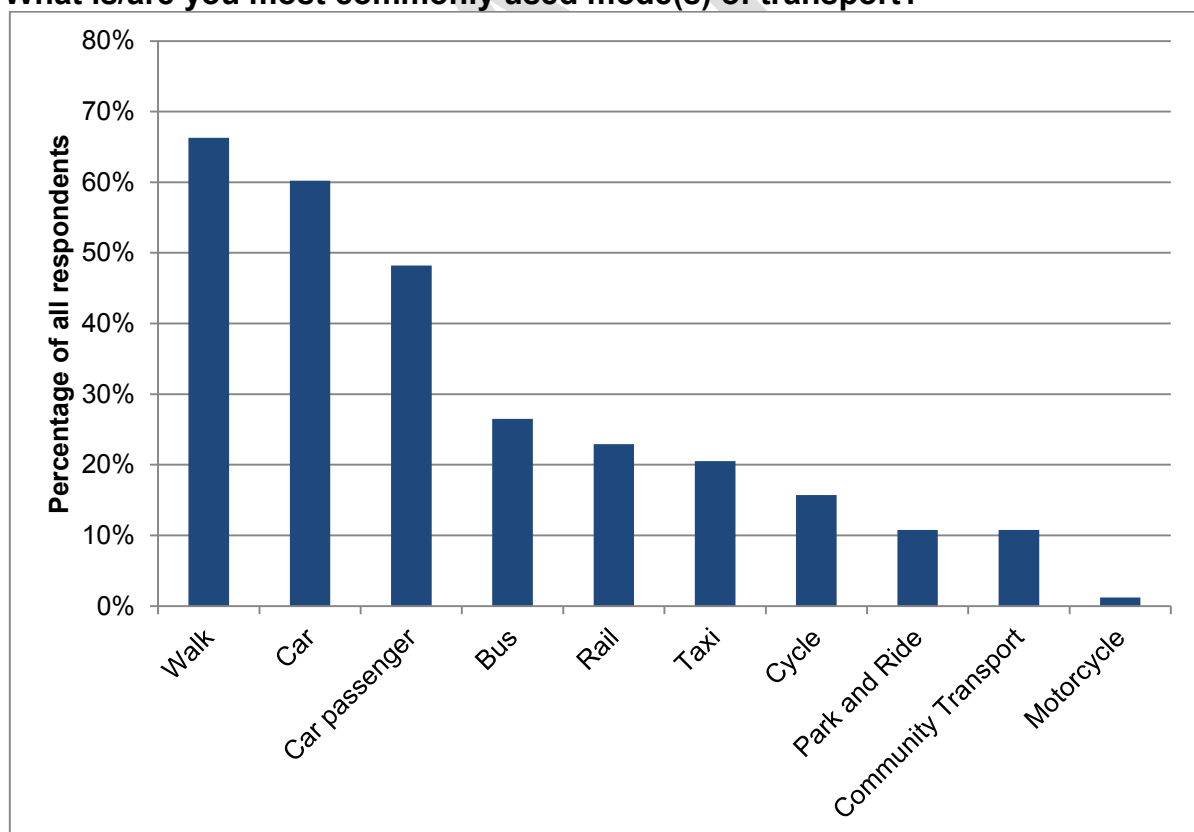


Figure 4: Respondent main modes of travel

Figure 4 illustrates that walking is the most popular mode, followed by car as a driver and as a passenger.

What encourages you to walk? What prevents or dissuades you from walking?
This question was free text, so more than one answer could be given.

Walking

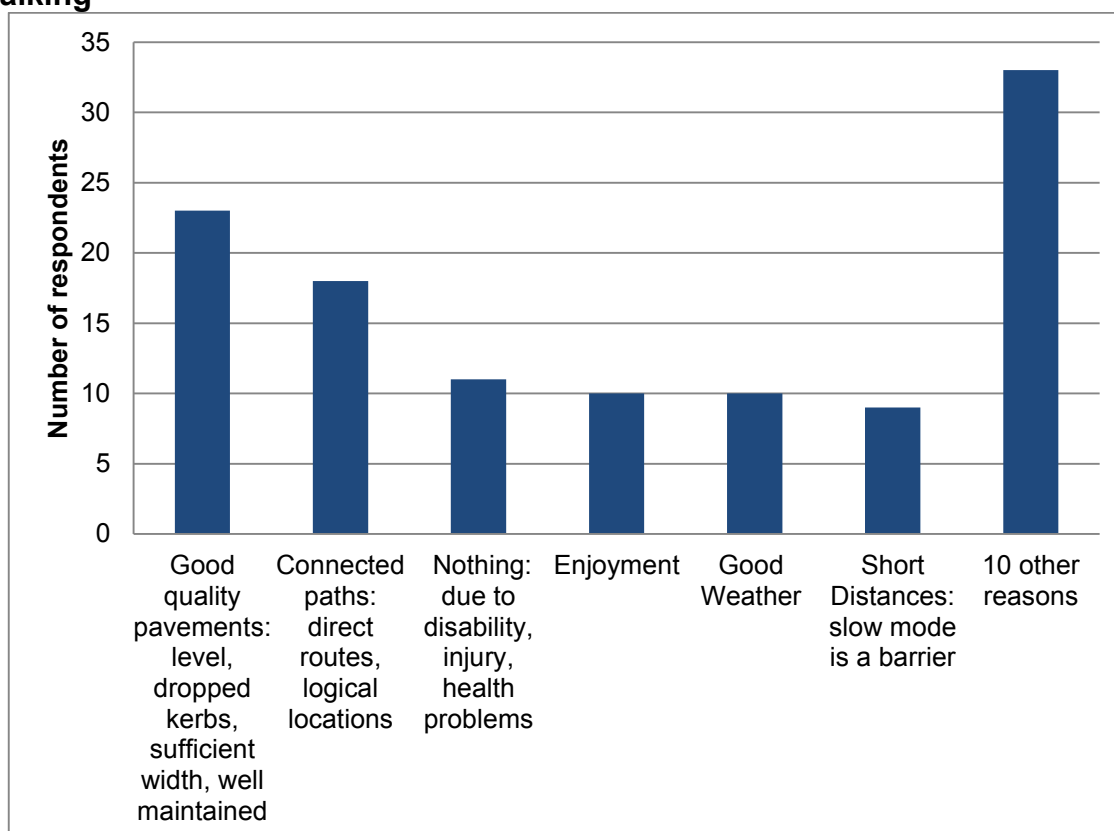


Figure 5: Motivational factors for walking short journeys (79 responses)

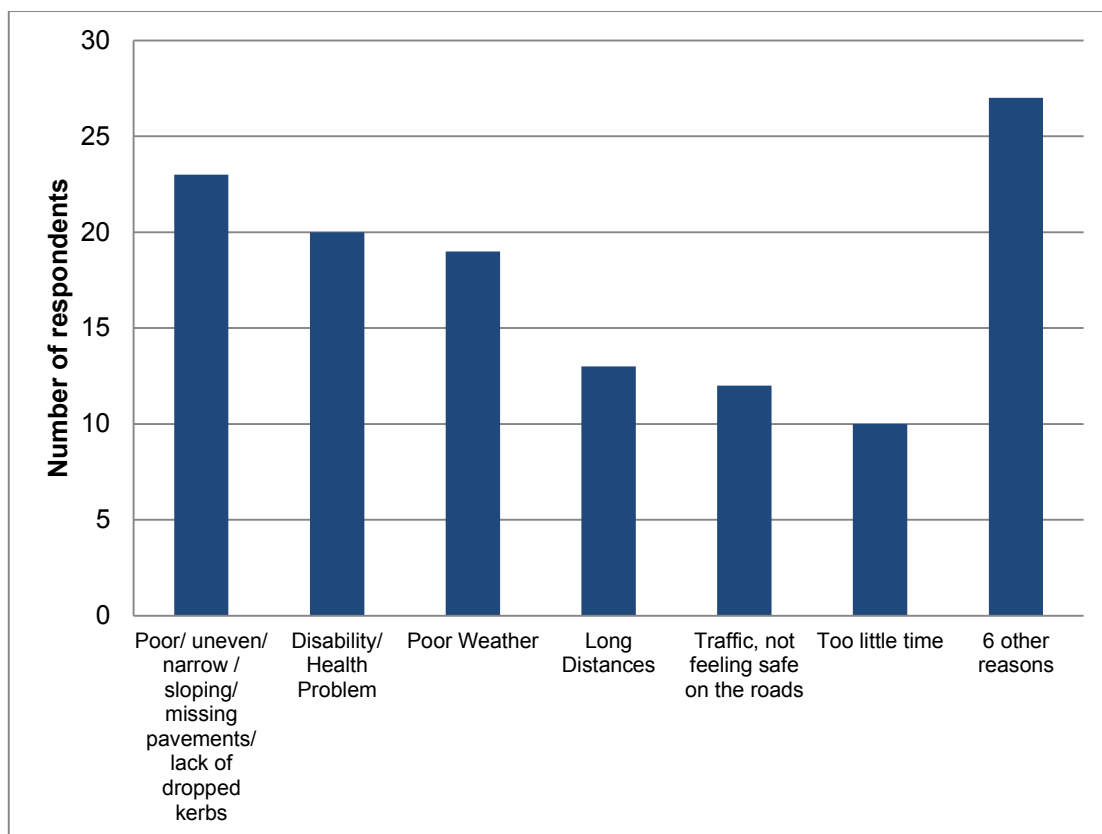


Figure 6: Barriers to walking short journeys (86 responses)

The main reasons given have been grouped by Living Streets into the categories as illustrated in the above figures.

It is clear from figures 5 and 6 that most of the motivations and barriers complement each other. The biggest barrier has been recognised to be the quality of the pavements; with a lack of dropped kerbs, and evidently good quality footpaths is also the biggest motivational factor. Similarly long distances is noted to be one of the biggest barriers, and connected pathways and direct routes was connected to be the second most encouraging factor.

Ten other motivational factors were also mentioned, however only a few people expressed each of these. These include: having a walking aid (6); health benefits (5); pleasant surroundings (4); safer routes (4); having a dog (2); convenience (2); low cost (2); good street lighting (2); plenty of time (2); and other reasons which have not been identified (4).

Six other barriers have also been expressed. These include badly connected pathways (5), inconvenience (5), lack of motivation (3), dog mess (3), poor/ no lighting (3), dangerous crossings (2), other (6).

What encourages you to cycle? What prevents or dissuades you from cycling?

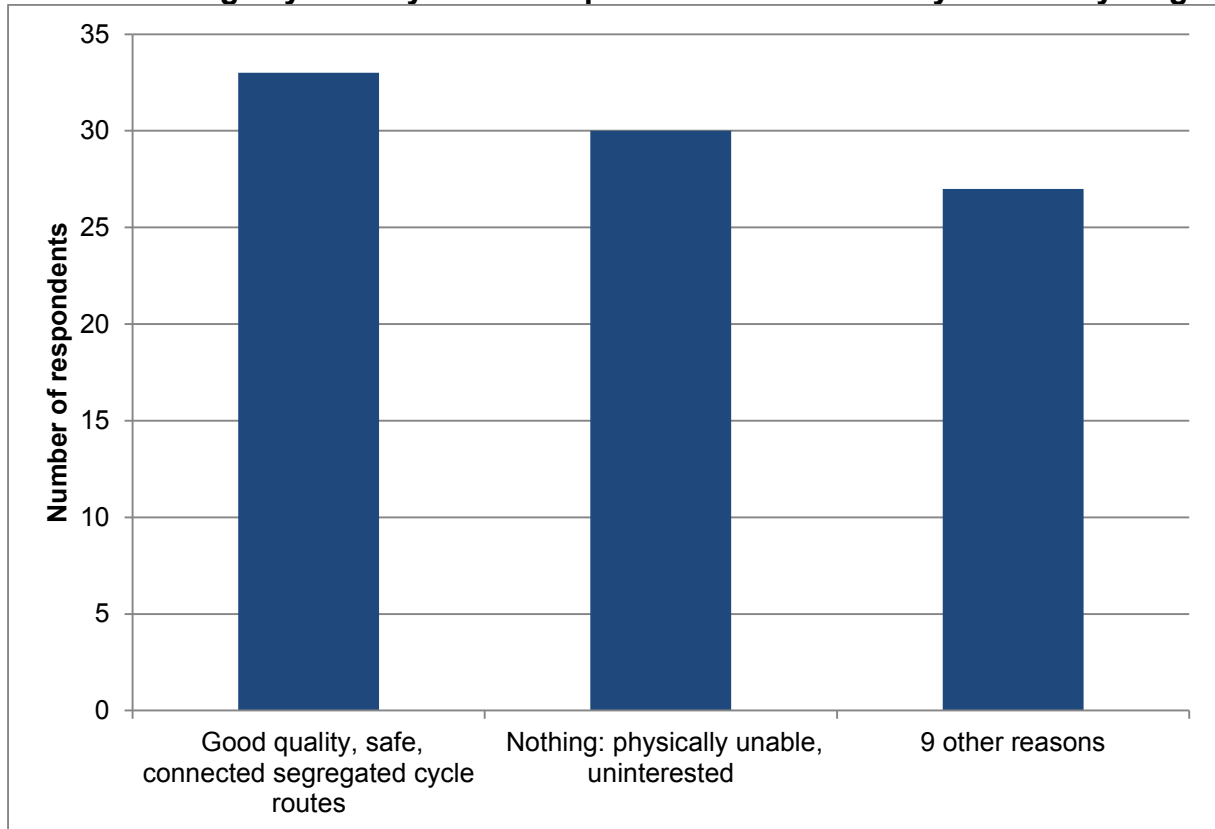


Figure 7: Motivational factors to cycle short journeys (75 responses)

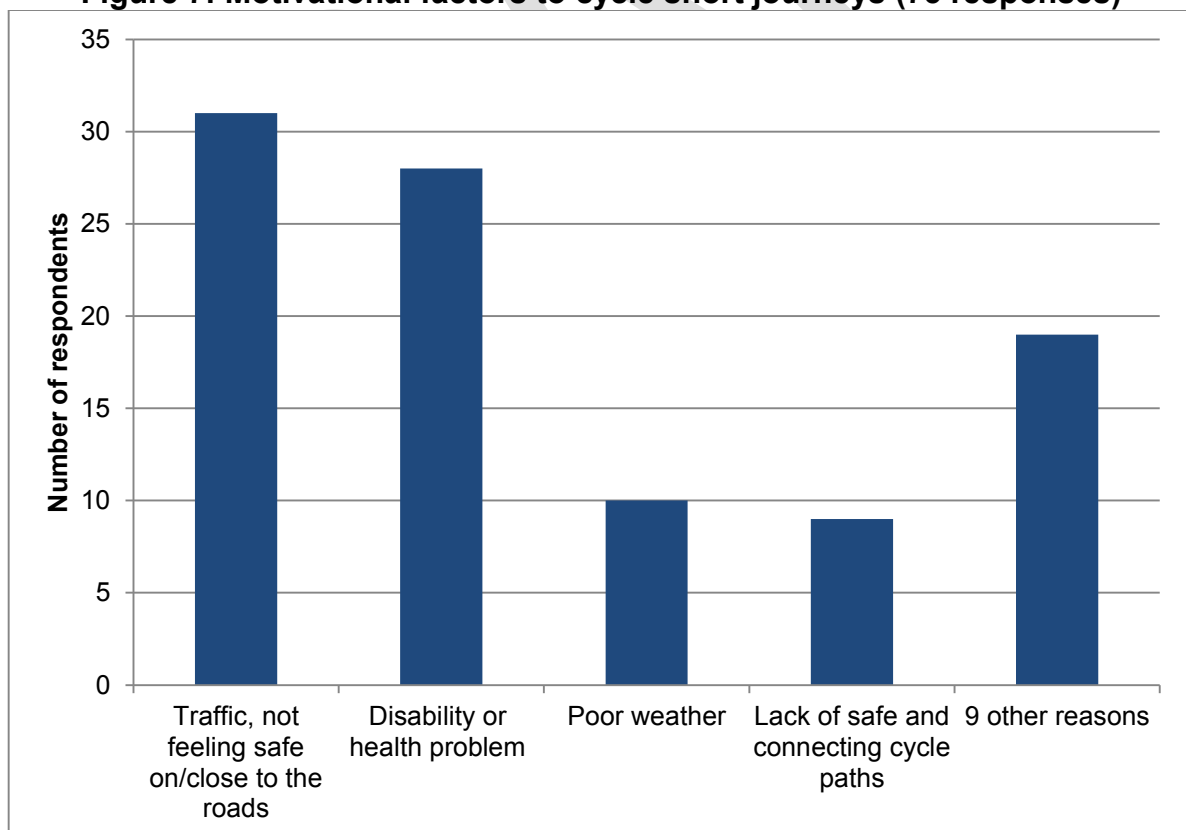


Figure 8: Barriers to cycling short journeys (77 responses)

Like walking, the cycling motivational factors and barriers are complimentary. Two of the main barriers to cycling have been noted as feeling unsafe due to the proximity to traffic on the roads, and the lack of safe and connecting cycle paths. It was noted that the motivation to improve this would be good quality, safe, connected and segregated cycle routes.

Nine other factors were highlighted as being motivations to cycle short distances. These include: safer roads (5), good weather (4), owning a bike (4), convenience (3), good lighting (2), short distances (2), enjoyment (2), secure cycle parking (2), or other reasons (3).

Nine other factors were highlighted as being a barrier to cycle short distances. These include: no access to a bike (3), inconvenience (3), lack of cycle parking (2), lack of time (2), bike crime (2), lack of motivation (2), can't take bike on train easily (2), not interested (2), arriving at work too sweaty (1).

What prevents you or dissuades you from using public transport to access your local market town?

69 people responded to this question. The main reasons are illustrated proportionately in figure 9. This indicates that poor service frequency and lack of local services are the two biggest issues.

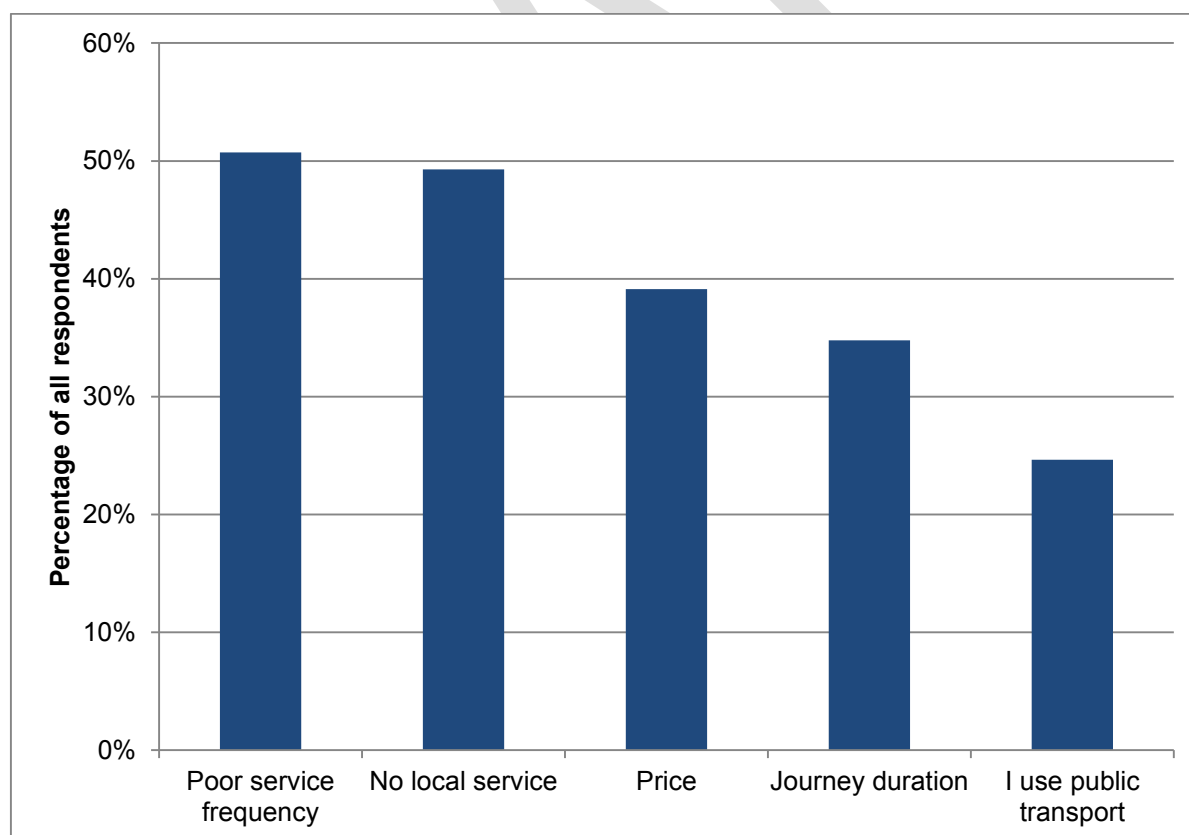


Figure 9: Main barriers to using public transport

The main issues of public transport were discussed and these include:

- Infrequent: hourly/two-hourly, once daily, not at all
- Inconvenient/ indirect: no rail station nearby or access to it/ no direct bus route
- Inaccessible: wheelchair users not confident on getting onto the bus due to: unhelpful driver, wheelchair spaces being occupied by other wheelchairs or pushchairs – waiting for the next bus is not practical.
- Expensive: especially for younger people – cheaper to travel by train to Cambridge

Do you know about your local transport options? Please tick the applicable response(s).

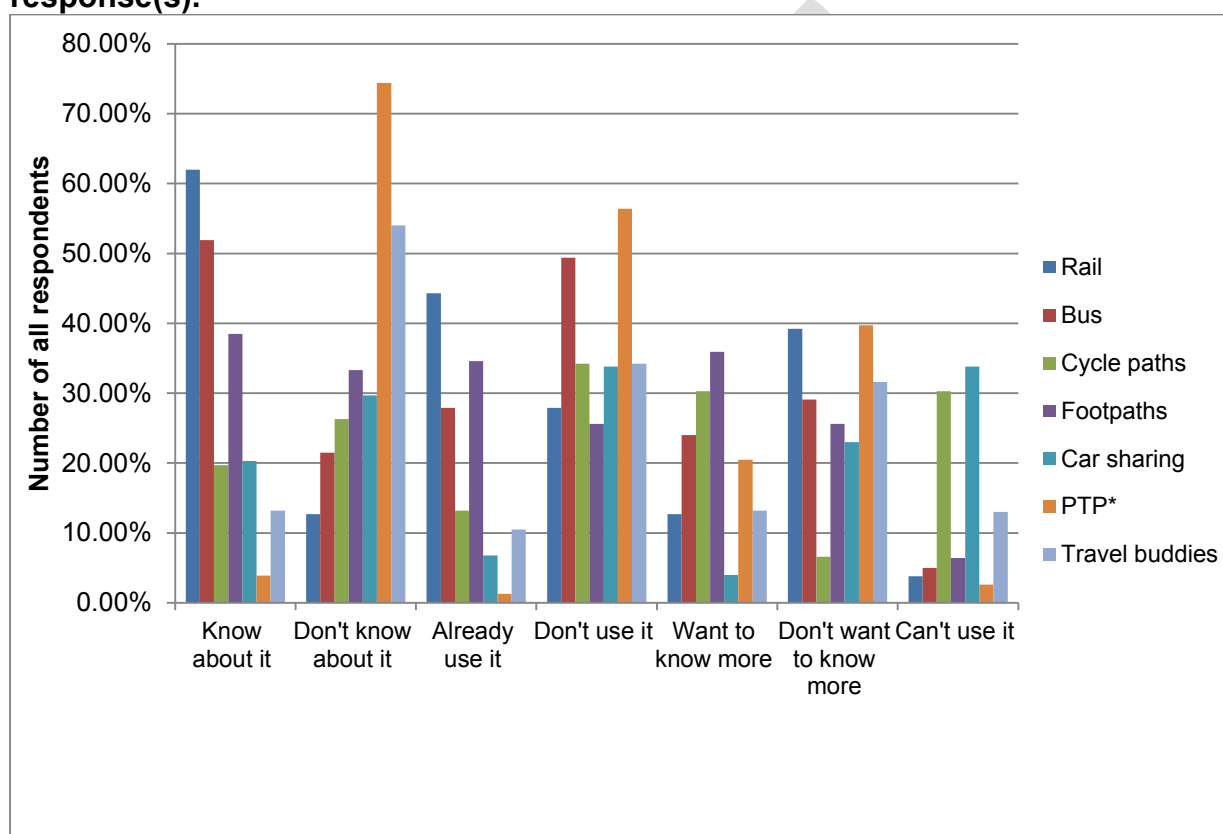


Figure 10: Respondent awareness of local transport options

It is evident from figure 10 that rail and bus are the most known option. It appears that very few people know about the Smart Travel options available, in particular Personal Travel Planning (PTP).

3.2 County Council consultation feedback

3.2.1 Analysis of the consultation questionnaire

In total 210 responses to the survey were received.

The analysis of the TSEC questionnaire results was undertaken by the Cambridgeshire Research Group. The full report is located in Appendix F. Key results are highlighted below.

About you

Respondent Locations

112 respondents left an identifiable postcode. The majority of responses have been returned from clusters in Ely, Soham and Newmarket as well as other smaller clusters and individual areas such as Sutton, Haddenham and Kennet as well as the Cambridge area.

Respondent Age

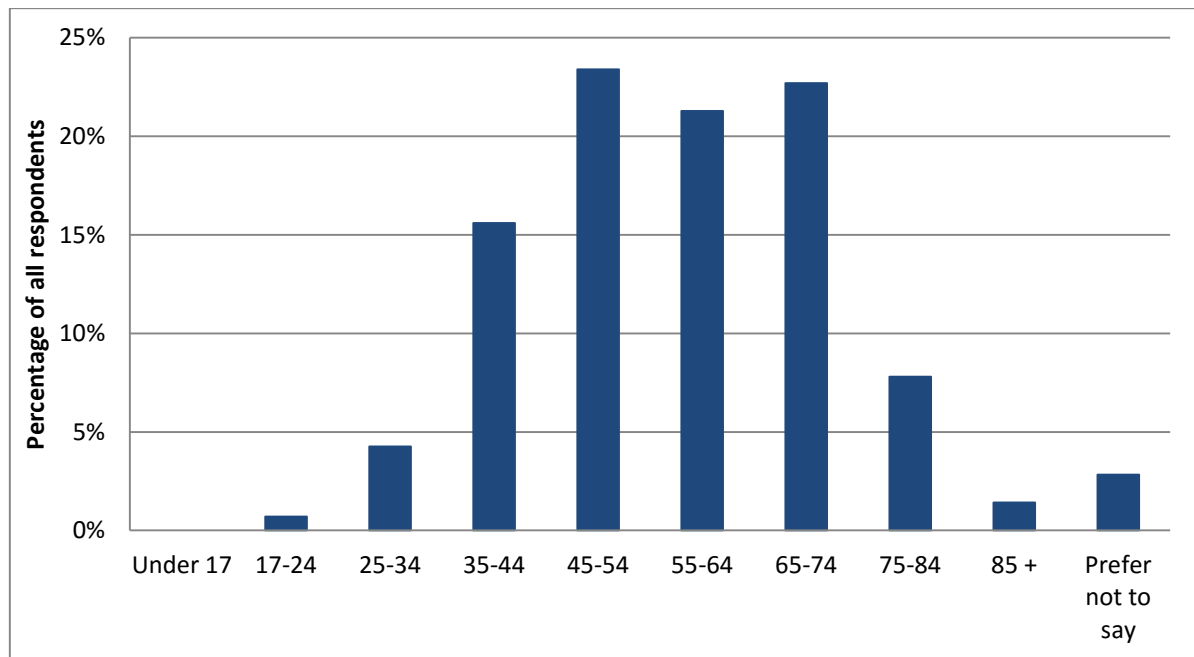


Figure 11: Respondent age breakdown

Figure 11 shows that the majority of respondents were between 35 and 74 years old, with the majority of responses originating from the 45 to 54 age bracket.

Car Ownership

Of the people who answered the question on car ownership, 85.7% indicated that they own a car, and 95.6% identified that they are physically able to drive. 8.5% of respondents indicated that they had a disability which influenced the way they travel.

Reasons for travel in and around East Cambridgeshire

136 respondents provided their main reasons for travel around East Cambridgeshire, which included the following:

- Shopping
- Leisure
- Work
- Cross-commuting – using their route through East Cambridgeshire to reach a destination out of the district
- Visiting family and friends

- Tourism
- Commuting children to school
- Hospital and doctor appointments / visits
- Attending community groups, including for mother/baby groups, practising religion and poetry/jazz clubs
- Volunteering work

Opinions on the TSEC

Do you support the six objectives set out for the TSEC?

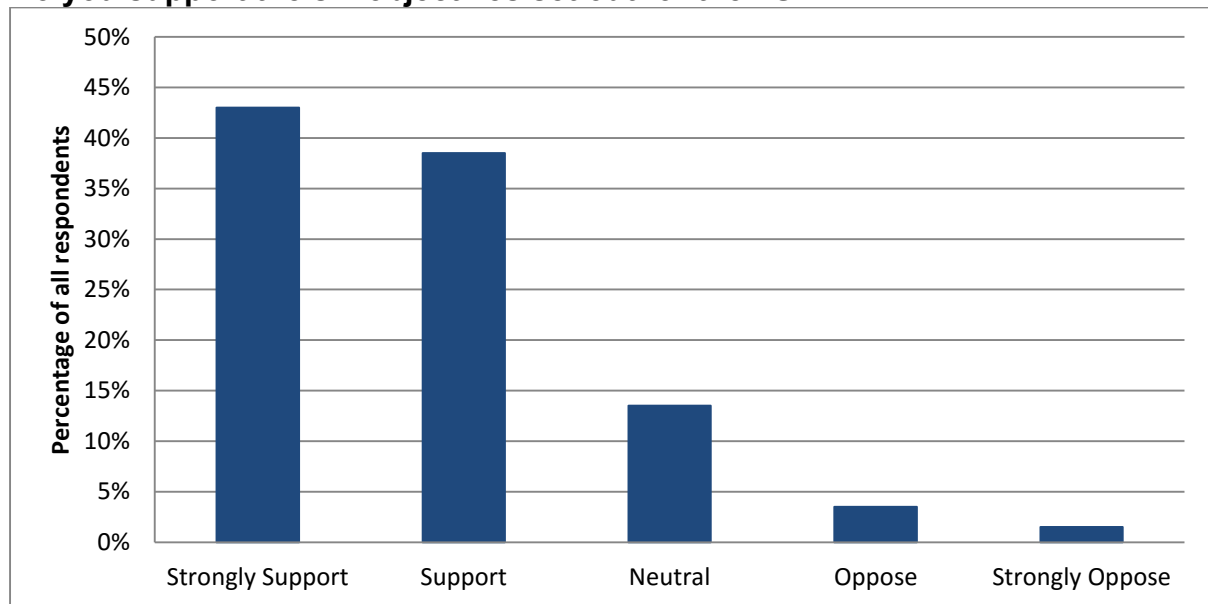


Figure 12: Respondent support of the strategy objectives

Overall, 81.5% of respondents strongly supported or supported the six objectives set out for the TSEC. Only 5% indicated any opposition.

We want your views on the policies being used to address the six objectives. These policies are used to support and create plans for transport improvements in the district.... Do you agree with how they are being used?

The majority of respondents agreed with the policies for all five. Strongest negative opinion was felt towards road travel (17.1% disagreed).

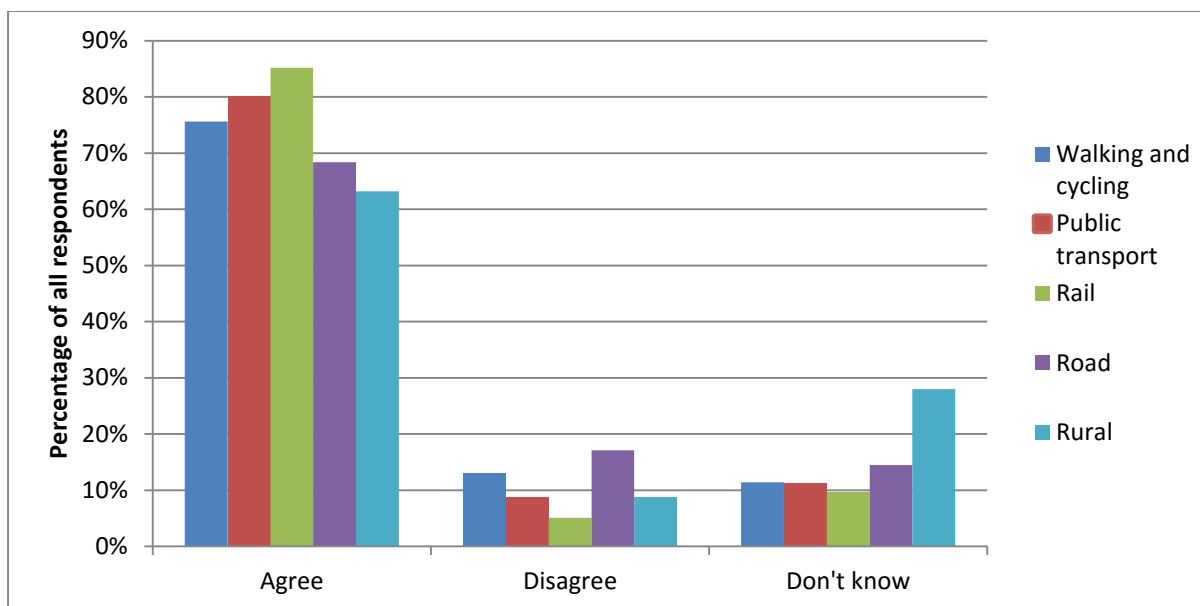


Figure 13: Respondent support for how Polices are being used to address modes of travel

Using the map and information in the leaflet, please indicate the 5 major schemes that you feel are most important to improve travel throughout East Cambridgeshire.

Ran k	Respons e Rate	Most popular schemes identified.			
1	132	Ely Southern Bypass (31.8%)	Soham Railway Station (12.9%)	Ely: A10 Dualling between A142 Witchford Road and A142 Angel Drove junctions = link to cycle bridge (10.6%)	
2	127	Ely North junction rail improvements (15%)	A14/A142 junction capacity improvements near Newmarket (12.6%)	Ely Southern Bypass (14.2%)	
3	122	Ely: A10 Dualling between A142 Witchford Road and A142 Angel Drove junctions = link to cycle bridge (13.9%)	A14/A142 junction capacity improvements near Newmarket (12.3%)	Ely North junction rail improvements (9.8%)	
4	104	Soham area rail infrastructure improvements	Ely North junction rail improvements	A14 capacity improvements east of Cambridge	A14/A10 Milton interchange improvements

5	94	A14/A10 Milton interchange improvement (14.0%)	Newmarket West Curve (11.8%)	Soham Railway Station (9.7%)
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Table 2: Top five ranked major schemes

Open text fields were provided so that respondents could propose additional schemes if needed. The top three (or four) schemes were mentioned the most.

It is evident that the most popular scheme is Ely Southern Bypass. Other popular schemes are: Soham Railway Station, A10 Duelling A142 Witchford Road to A142 Angel Drove and A14/A142 Junction 37 capacity improvements.

Of the other schemes summarised in the leaflet, which 5 schemes do you see as being the most important to improving travel throughout East Cambridgeshire?

92 people responded to this question. Of these responses, the following were the key proposals:

- Better bus links to train stations
- Developing an A10 cycleway from Ely to Cambridge
- Cycle / pedestrian infrastructure improvements between Newmarket and Dullingham
- A reduction in the number of HGVs travelling through villages
- Improved cycle safety features at the Broad Street / Back Hill interchange in Ely
- South Eastern gateway linkages
- A cycle path from Soham to Ely
- A cycle path from Ditton to Stetchworth
- Traffic calming measures in Stetchworth

Do you have any comments relating to the TSEC objectives and policies, or any schemes in the Action Plan which you feel should be added or removed?

127 or people answered this question. The main comments have been summarised in the consultation report in Appendix F. These comments have also been considered in the strategy document re-write, and further analysis of these results has been included in section 3.2.2.

Environment and Health

What is/are you most commonly used mode(s) of transport?

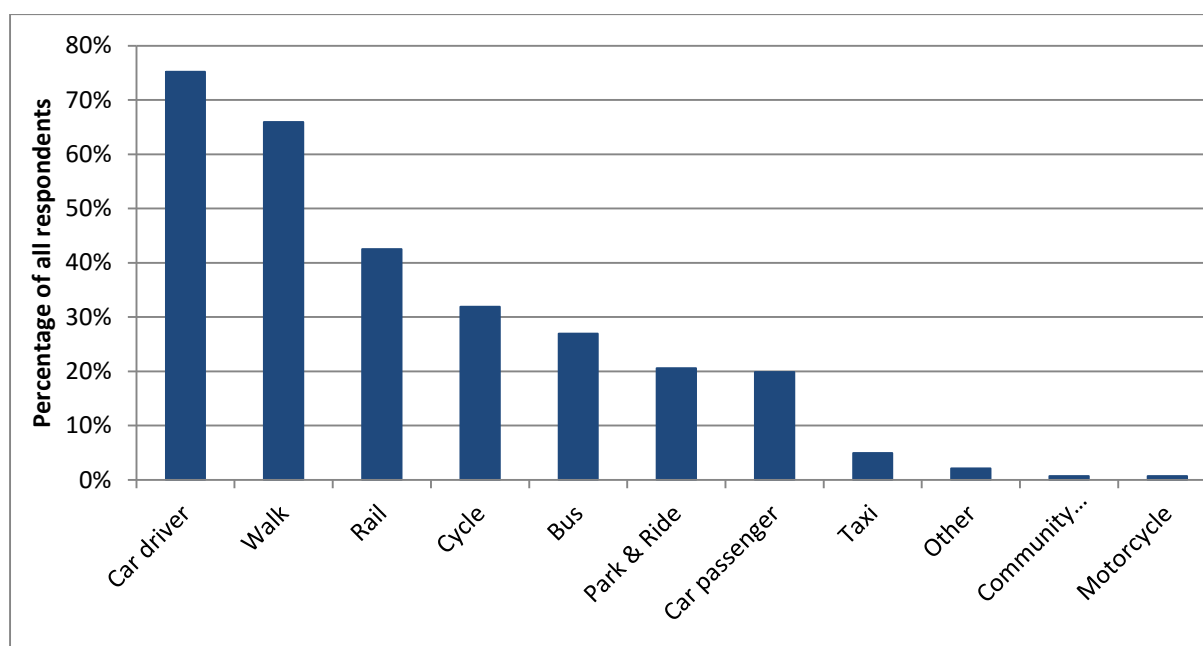


Figure 14: Most commonly used of travel

Figure 14 illustrates that car travel and walking are the two most common modes of travel.

What encourages you to walk? What prevents or dissuades you from walking?

Encouragement	Barrier
Staying healthy/ Exercise Walking pets Opportunity to save time Cost saving Suitable paths Pleasant/ safe environment	Traffic Safety - Speeding vehicles Maintenance of routes Pollution Difficulties crossing roads

Table 3: Motivational factors and barriers to walking short journeys

What encourages you to cycle? What prevents or dissuades you from cycling?

Encouragement	Barrier
Staying healthy/ Exercise Speed of journey Efficiency with accessing multiple destinations Cost saving Nothing	Weather Safety – Speeding vehicles, obstacles Bad driving practices/ bad attitude towards cyclists

Table 4: Motivational factors and barriers to cycling short journeys

What prevents you or dissuades you from using public transport to access your local market town?

Five key reasons were proposed in the leaflet, with an “other” option to provide further comments.

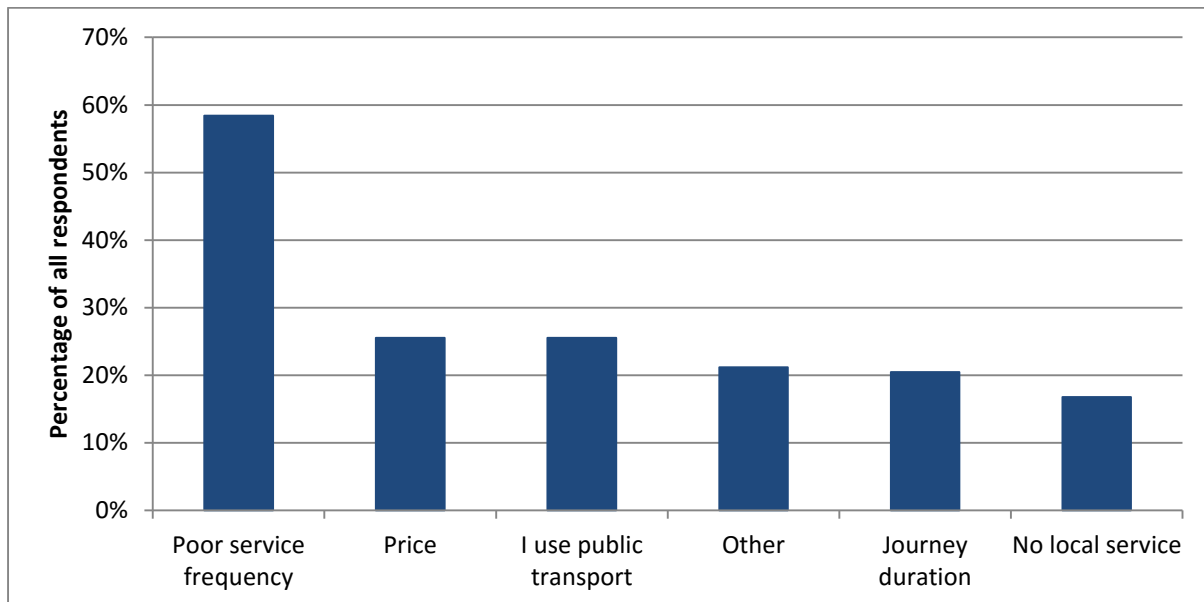


Figure 15: Main barriers to public transport

Figure 15 illustrates that poor service frequency is the biggest discouraging factor to using public transport.

29 respondents left other suggestions which included:

- Distance to travel – e.g. living close enough to walk
- Public transport times – that services do not run early or late enough
- Reliability – one respondent noted “Unreliable service, I cannot afford to be late for work”
- Ease and comfort of own vehicle – for some this related to baggage such as shopping, whilst for others this related to the cleanliness of public transport

Do you know about your local transport options? Please tick the applicable response(s).

139 people responded to this question, and the percentages are taken from the total number of respondents to the question overall, due to the multiple choice nature of this question.

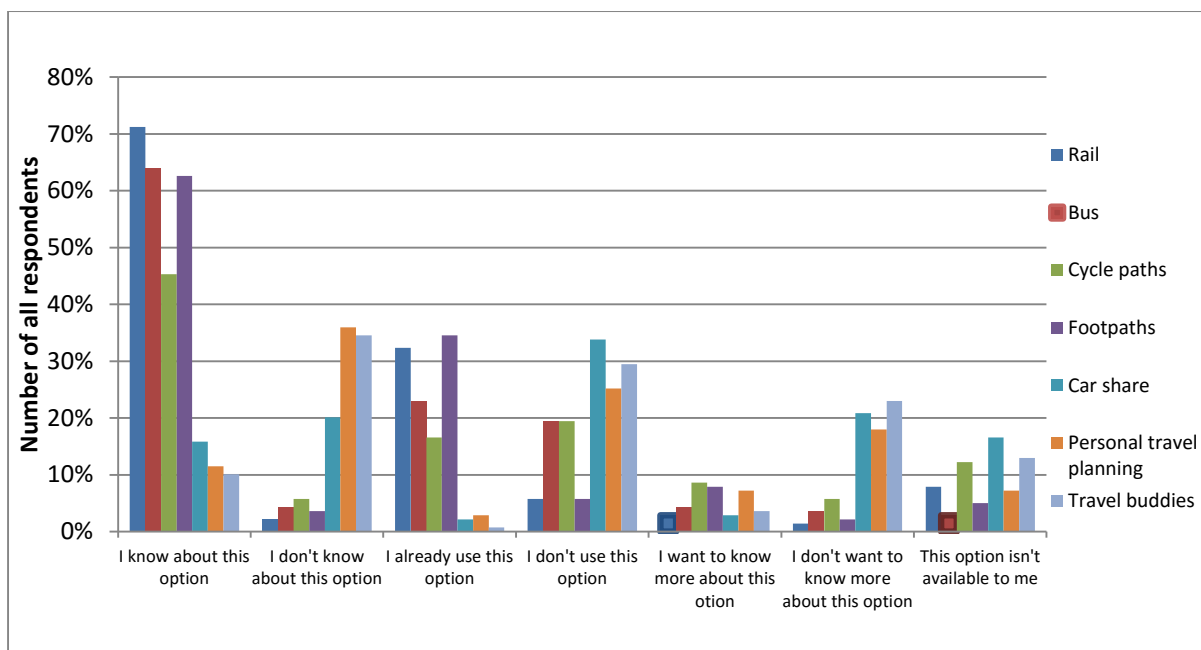


Figure 16: Respondent knowledge of local transport options

This figure illustrates that recipients know little about Smart travel options and have little appetite to know more.

3.2.2 Written responses and drop in exhibition comments from stakeholders and the general public

In total the County Council received 36 letters and emails from a variety of stakeholders, residents, Parish Councils, Councillors and officers from Cambridgeshire County Council and neighbouring councils.

The comments from letters and emails, exhibition comments and the additional feedback from question 5 from the consultation questionnaire have been compiled and summarised in the sections below.

Specific issues have been noted, and the comments were collated into common themes and issues. This particularly includes key local issues, content which was not supported and the content which needed to be altered/ added, schemes which were not supported, and schemes which needed to be added or altered. All comments have been kept anonymous.

Key Local Transport Issues

In total 75 responses identified local transport issues, these have been categorised into key types of issues and are illustrated in figure 17.

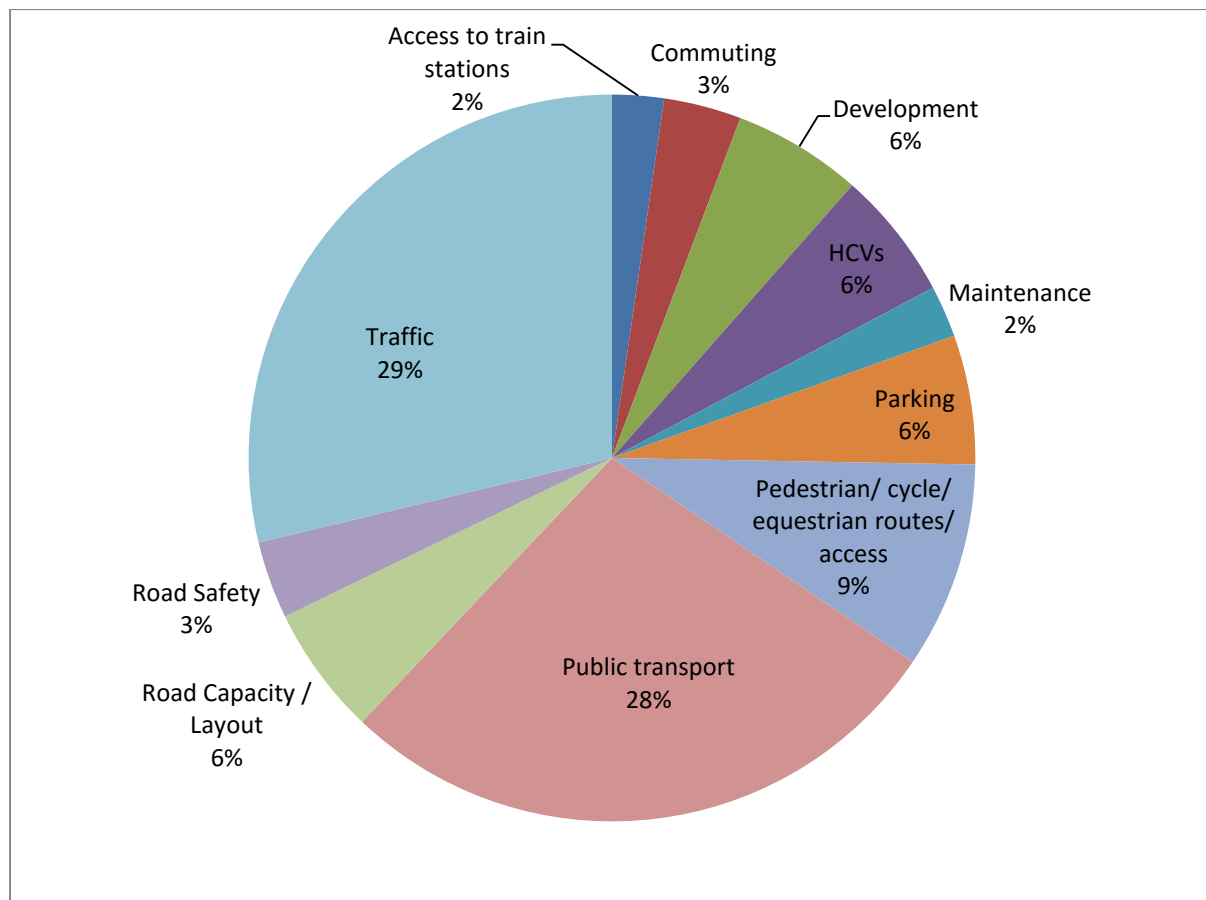


Figure 17: Local issues identified

This illustrates that traffic and public transport have been identified as the top two areas that respondents raised. The key aspects of these have been analysed below. Figure 18 clearly illustrates that rat running is the predominant traffic issue. The majority of the rat-running responses were in relation to the quantity and type of traffic travelling between the A11 and A14.

The issues with public transport were very broad; however predominant issues with bus services were identified to be the lack of late night and Sunday/ Bank holiday services. The low relative frequency of services proving an unattractive alternative to the private car. Specific service issues were also identified, and concerns over the role of community transport were flagged.

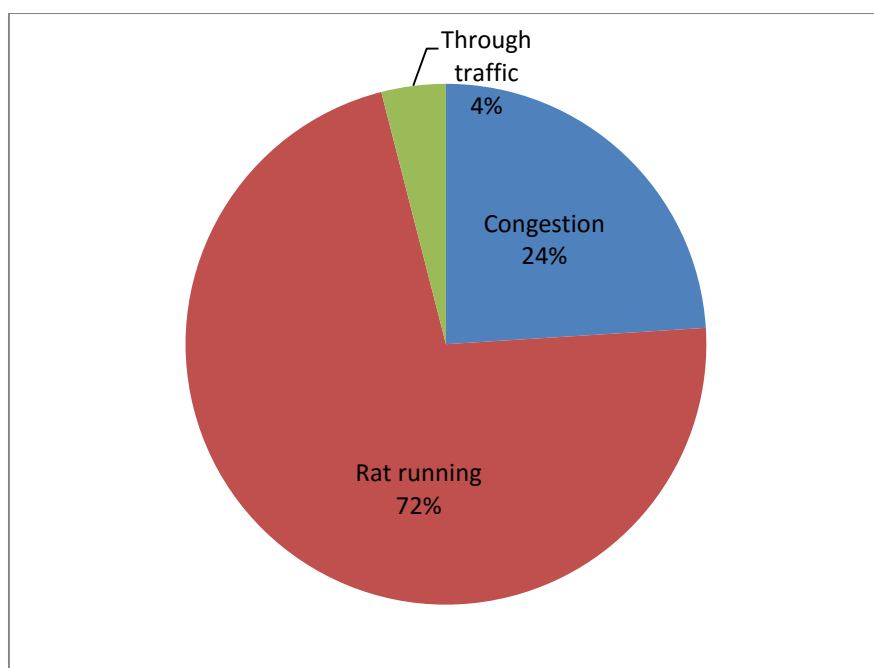


Figure 18: Key traffic related issues identified

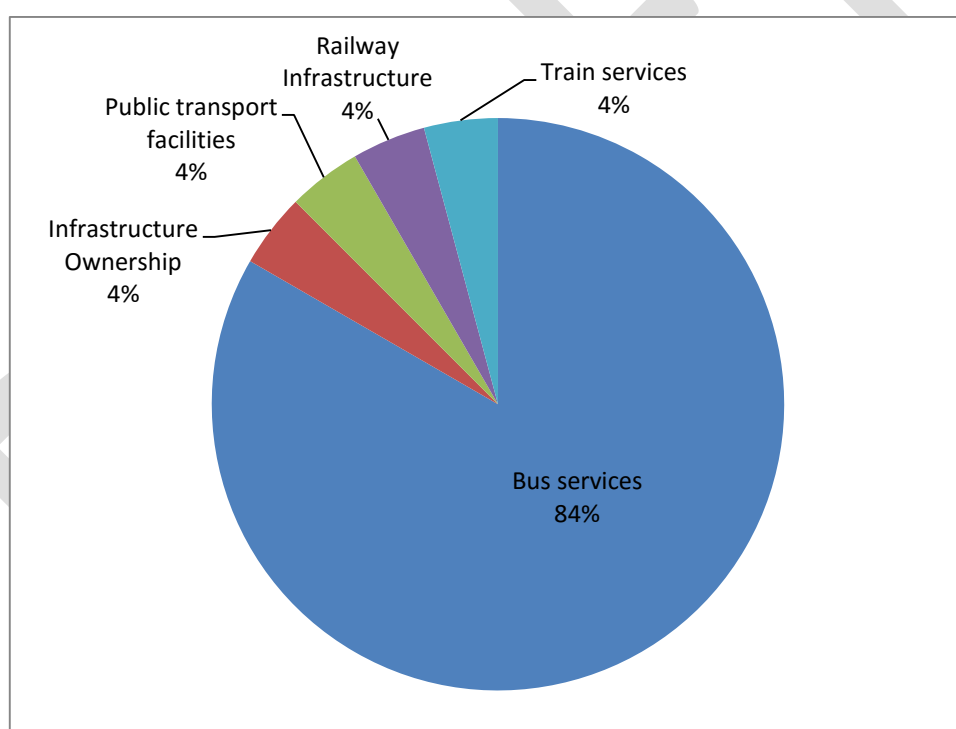


Figure 19: Key public transport related issues identified

Comments on Content Summary Content Supported

Policies: Four different stakeholders made specific comments on the policies they supported. Most support was given to TSEC Policy 7. Walking and cycling policies as well as public transport policies were highly approved as well as TSEC Policies 1, 10, 12, 16 and 17.

Objectives: Four stakeholders actively identified that they supported all of the strategies objectives

Strategy: 10 stakeholders commented on content that they supported. Comments varied from HGV restrictions to the strategies recognition of the links between transport and health.

Content Not Supported

15 people indicated aspects of the strategy which they did not agree with. Issues included missing content, issues with scheme detail and general issues with the strategy. These have been noted.

Summary of content which will be altered/ added

A number of stakeholders, parish councils, councillors, County Council officers and residents have made comments on the content of the TSEC. The sections which are to be updated or included are as follows:

- Transport for Leisure
- Freight movements and Heavy Goods Vehicles
- Road Safety

Comments on Schemes Supported Schemes

36 people made a comment on the schemes which are supported. Of these comments the most supported was the Ely Southern Bypass. People were also supportive of general rail improvements which increased the capacity of the rail line as well as reducing the amount of freight on the road.

Schemes not supported

23 comments were made on schemes which are not supported. The majority of these comments (11) were made in reference to schemes which are already included in the adopted Long Term Transport Strategy. Five of these comments were in relation to certain aspects of the public transport scheme package of measures in Ely.

Of the remaining comments, five were general comments on the schemes, and four were in relation to the cycle bridge over the A10.

Schemes to alter

12 respondents indicated schemes which should be altered. These comments were in relation to a variety of schemes.

Schemes to add

A great number of additional schemes have been suggested. These have been individually assessed in line with TSEC policies while considering funding constraints. While the TSEC strives to be aspirational, it also needs to remain realistic. The most requested scheme to include is to investigate what can be done to reduce the impact of traffic travelling between the A11 and A14 through Kennet/Kentford.


Summary

The TSEC objectives and policies are supported or strongly supported by the majority of respondents. The most supported scheme is the Ely Southern Bypass with strong support also indicated for A10 dualling at Ely, Ely North rail junction improvements and Soham Railway Station and improvements to A10/A14 Milton interchange.

The consultation unveiled a wide range of barriers to walking and cycling for short journeys. The main themes included the suitability of provision, missing links and the safety of routes. Many issues with Public Transport were identified, including service frequency, and having a local service. Notably, very few people knew about Smart Travel Options such as car sharing or Personal Travel Planning, and neither did they want to know about them.

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Appendix A: TSEC Webpage Screen Grab



Cambridgeshire
County Council

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Go

Residents					Business		Your council	
Adults & older people	Births, deaths & marriages	Children & families	Consumer protection	Health & keeping well	Jobs & volunteering	Libraries, leisure & culture	Travel, roads & parking	Waste & recycling

Home > Residents > Travel, roads & parking > Transport plans and policies

Navigation

Residents

Travel, roads & parking

Buses

Community transport

Cycling

Parking, permits & fines

Roads and pathways

Transport funding bids & studies

Transport plans and policies

Transport projects

Transport plans and policies

Go to

[Local Transport Plan \(LTP\)](#)

[Cambridge City and South Cambs transport strategy](#)

[Market town transport strategies](#)

[Transport delivery plan and highway policies](#)

[Long term transport strategy](#)

Transport Strategy for East Cambridgeshire

[Cambridge corridor transport plans](#)

Transport Strategy for East Cambridgeshire

Consultation on the Draft Transport Strategy for East Cambridgeshire

We will be consulting on the [Draft Transport Strategy for East Cambridgeshire \(pdf, 3.6MB\)](#) from the 29th February to 8th April.

Click here to fill in the survey by 8 April 2016

What is the Draft Transport Strategy for East Cambridgeshire?

We have drafted a transport strategy to tackle the current and future transport pressures in and around the district, and to help support growth in East Cambridgeshire. The purpose of this strategy is to:

- Provide a detailed policy framework and Action Plan of potential transport improvements for the area, addressing current problems and consistent with the policies of the third [Cambridgeshire Local Transport Plan 2011-2031 \(LTP3\)](#).
- Support the East Cambridgeshire Local Plan, and take account of the committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.

http://www.cambridgeshire.gov.uk/TSEC Transport Strategy for East ...

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improvements for the area, addressing current problems and consistent with the policies of the third [Cambridgeshire Local Transport Plan 2011-2031 \(LTP3\)](#).

- Support the East Cambridgeshire Local Plan, and take account of the committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.

The strategy contains details of the schemes proposed in the short and medium term as well as the longer term schemes as proposed in the [Long Term Transport Strategy](#).


We want the views of anyone who lives, works, visits or travels through East Cambridgeshire in order to improve this draft transport strategy. Let us know your views on the strategy objectives, policies and the action plan of proposed transport improvements for the area by answering the questionnaire before the 8th April 2016.

View the [TSEC consultation leaflet \(pdf, 1MB\)](#) for a summary of the information we are consulting on and answer the questionnaire. Alternatively, hard copies of the consultation leaflet and questionnaire are available at libraries and doctors surgeries around East Cambridgeshire or by request via the contact details below.






Come to talk to us and fill in a questionnaire at one of the public exhibitions below:

- Monday 7th March, 3-7pm, The Ellesmere Centre, Ley Road, Stetchworth, Newmarket, Suffolk CB8 9TS
- Thursday 10th March, 3-7pm, The Glebe - Hall, 4 High Street, Sutton, Ely, Cambs, CB6 2RB
- Monday 14th March, 3-7pm, Littleport Village Hall, Victoria Street, Littleport, Ely, CB6 1LX
- Tuesday 15th March, 3-7pm, The Walter Geidney Pavillion, Fountain Lane, Soham, CB7 5PL
- Tuesday 22nd March, 3-7pm, Etheldreda Room, Cathedral Centre, Palace Green, Ely, Cambs, CB7 4EW

If you are unable to attend an exhibition, but would still like to ask us a question about the proposals, please contact us by email at transport.plan@cambridgeshire.gov.uk, by phone on 01223 743884 or by post at Transport, Infrastructure, Policy and Funding Team, SH1310, Shire Hall, Cambridge, CB3 0AP.



East Cambridgeshire District Council








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TRANSPORT STRATEGY FOR EAST CAMBRIDGESHIRE

Help shape East Cambridgeshire's transport future



Draft Transport Strategy Consultation - 29th Feb to 8th April

Cambridgeshire County Council have drafted a transport strategy to tackle the current and future transport pressures in and around the district, and to help support growth in East Cambridgeshire.

[Read More...](#)

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[Resume](#)
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5 of 5

[News](#)
[Consultations](#)

- New bus shelters a welcome addition to Market Street - 23/02/2016
- Sutton Division By-Election Results Announced 19/2/16 - 19/02/2016
- New insect and reptile farm proves East Cambs is 'open for business' - 15/02/2016
- Residents invited to have their say on a new Local Plan for East Cambridgeshire - 15/02/2016
- A right Royal effort that's anything but rubbish - 09/02/2016

[More News](#)

Appendix B: Poster Distribution List

ORGANISATION	VILLAGE
Community Centres	
Aldreth Village Centre	Aldreth
Ashley Pavilion	Ashley
Brinkley Memorial Hall	Brinkley
Mandeville Hall, Burwell	Burwell
Gardiner Memorial Hall	
Sidney Taylor Hall, Dullingham	Dullingham
Ely Beet Club	Ely
Arkenstall Centre	Haddenham
The Beeches, Isleham	Isleham
Little Downham Village Centre	Little Downham
Fassage Hall, Lode	Lode
Mepal Village Hall	Mepal
Kirtling Village Hall	Newmarket
Prickwillow Village Hall	Prickwillow
Reach Village Centre	Reach
Walter Gidney Pavilion, Soham	Soham
The Ellesmere Centre, Stetchworth	Stetchworth
Stretham Parish Rooms	Stretham
The Glebe, Sutton	Sutton
Swaffham Prior Village Hall	Swaffham Prior
Swaffham Bulbeck Pavilion	
Westley Waterless Village Hall	Westley Waterless
Wicken Mission Hall	Wicken
Witchford Village Hall	Witchford
Food Premises	
Bottisham Village Stores	Bottisham
One Stop	Burwell
Burwell Stores	
Co-operative Group	
Sainsbury's Supermarkets Ltd	
Aldi Stores Ltd	Ely
Tesco Store Ltd	
Premier	
Cambridge Supermarkets Ltd	
New Barns Road Stores	
Waitrose	

Iceland Frozen Foods plc	Fordham
Ley Stores	
The Co-operative Group Co-op Retails Services Ltd	
Spar	Haddenham
The Co-operative Group Limited	Isleham
Nisa Local	Little Downham
Co-operative Group	Littleport
One Stop	
Central England Co-operative	
Webb Stores	Soham
Soham Shopper	
Londis	
Co-operative Group (CWS)	
Asda Stores Ltd	Stetchworth
Ellesmere Centre Community Shop	
One Stop	Sutton
The Country Store & P.O.	Swaffham Bulbeck
Local Council	
Ashley Parish Council	
Bottisham Parish Council	
Brinkley Parish Council	
Burrough Green Parish Council	
Burwell Parish Council	
Cheveley Parish Council	
Chippenham Parish Council	
City of Ely Council	
Coveney Parish Council	
Dullingham Parish Council	
Ely & East Cambs District Council	
Fordham Parish Council	
Haddenham Parish Council	
Isleham Parish Council	
Kennett Parish Council	
Kirtling Parish Council	
Little Downham Parish Council	
Little Thetford Parish Council	
Littleport Parish Council	
Lode Parish Council	
Mepal Parish Council	

Reach Parish Council	
Snailwell Parish Council	
Soham Town Council	
Stetchworth Parish Council	
Stretham Parish Council	
Sutton Parish Council	
Swaffham Bulbeck Parish Council	
Swaffham Prior Parish Council	
Wentworth Parish Council	
Westley Waterless Parish Council	
Wicken Parish Council	
Wilburton Parish Council	
Witcham Parish Council	
Witchford Parish Council	
Woodditton Parish Council	
Local Shops	
MACE	Cheveley
Book Shop	Haddenham
Post Office	Haddenham
Burrows Newsagents	Ely
Spots Centres	
Bottisham Sports Centre	Bottisham
Burwell Community Sports Centre	Burwell
Ely Outdoor Sports Association	Ely
Littleport Leisure Centre	Littleport
Mepal Outdoor Sports Centre	Mepal
Paradise Sports Centre	Ely
Ross Peers Sports Centre	Soham
Witchford Village College sports Centre and Fitness Suite	Witchford
Local Libraries	
Ely Library (for internal distribution)	
Newmarket Library	

Appendix C: Copy of consultation promotional material
Poster



TRANSPORT STRATEGY FOR EAST CAMBRIDGESHIRE
Help shape East Cambridgeshire's transport future



Have your say 29th February – 8th April
We want to hear your views on our objectives and policies which will shape the potential transport improvements throughout the district.

We have drafted a transport strategy to tackle the current and future transport pressures in the district and to help support growth in East Cambridgeshire. Help shape the future of transport improvements in your area. Find out more and tell us your views by visiting our website or attending an exhibition:

Date	Time	Venue
Monday 7th March	3pm – 7pm	The Ellesmere Centre, Ley Road, Stetchworth, Newmarket, Suffolk, CB8 9TS
Thursday 10th March	3pm – 7pm	The Glebe – Hall, 4 High Street, Sutton, Ely, Cambs, CB6 2RB
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Tuesday 22nd March	3pm – 7pm	Etheldreda Room, Cathedral Centre, Palace Green, Ely, Cambs, CB7 4EW

The full strategy and more information is available online at: www.cambridgeshire.gov.uk/TSEC
If you don't have time to attend an exhibition, visit our website and complete the survey before the **8th of April** • Call: 01223 743884 • Email: transport.plan@cambridgeshire.gov.uk

www.cambridgeshire.gov.uk

Press Release

“Help shape East Cambridgeshire’s transport future

Residents in East Cambridgeshire are being given the chance to have their say on the potential transport improvements they would like to see to improve the district in the future.

Cambridgeshire County Council is consulting on the draft Transport Strategy for East Cambridgeshire until Friday 8 April which focuses on improving the links between areas of job creation and economic growth.

The strategy has been created to support growth and development detailed within the current East Cambridgeshire Local Plan and to form the basis of the potential transport improvements in the district.

Anyone can have their say by attending one of the events, completing a copy of the questionnaire which can be found at libraries in East Cambridgeshire, or by going online at: www.cambridgeshire.gov.uk/TSEC.

Cllr Ian Bates, Chairman of Economy and Environment Committee at Cambridgeshire County Council, said: "As East Cambridgeshire continues to grow, more people will be making trips from walking and cycling to driving a car and using the railway. The draft strategy looks at ways we can improve accessibility for communities, especially for residents living in more rural parts of the district, while balancing the capacity of the current infrastructure. The aim is to balance the needs of the public with what it is possible to deliver.

"This consultation gives all members of the public who live, work and travel through East Cambridgeshire the chance to comment on the strategy – its policies and proposed improvements. We will use the feedback to develop the document further and understand the challenges people face. So if you want to have your say on the future of transport then this is your opportunity."

Consultation locations:

- Monday 7 March, 3pm – 7pm, The Ellesmere Centre, Ley Road, Stetchworth
- Thursday 10 March, 3pm – 7pm, The Glebe – Hall, 4 High Street, Sutton
- Monday 14 March, 3pm – 7pm, Littleport Village Hall, Victoria Street, Littleport
- Tuesday 15 March, 3pm – 7pm, The Walter Geidney Pavilion, Fountain Lane, Soham
- Tuesday 22 March, 3pm – 7pm, Etheldreda Room, Cathedral Centre, Palace Green, Ely

More information and the draft strategy can also be found at www.cambridgeshire.gov.uk/TSEC.

Twitter Feed





Cambridgeshire CC @CambsCC · Mar 15

Come & talk about the East Cambridgeshire Transport Strategy in Soham between 3pm to 7pm - for more info go to:
cambridgeshire.gov.uk/TSEC



3



1



Cambridgeshire CC @CambsCC · Mar 14

Come & talk about the East Cambridgeshire Transport Strategy in Littleport betw. 3pm to 7pm - for more info go to:
cambridgeshire.gov.uk/TSEC



5



1



Cambridgeshire CC @CambsCC · Mar 7

Come & talk about the East Cambridgeshire Transport Strategy in Stetchworth betw. 3pm to 7pm - for more info go to:
cambridgeshire.gov.uk/tsec



4



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Appendix B

Transport Strategy for East Cambridgeshire

Change log following 2016 consultation

Page no.	Change Made:
0	Title change of date from 2015 to 2016
2	Executive Summary: Updated to reflect consultation that was carried out in Feb-March 2016
3	Glossary of terms included
1. Introduction	
7	Strategy Development: section has been included which explains the development of the strategy, and how it will develop in the future
7	Strategy Development: Officers from neighbouring Local Authorities have been consulted on this Strategy and will continue to be involved as projects develop.
8	Scope of the strategy: some text has been added to scope of the strategy to explain that in some location the built environment is a constrain and the heritage value needs to be considered
7	Scope of the strategy: minor changes to the text in the second bullet: "Considers all modes of transport used for local trips, including trips on the trunk <i>and principle</i> road and motorway network <i>some of which is</i> managed by Highways England, and the rail network managed by Network Rail."
8	Scope of the Strategy: Bullet point- looks to set a vision for transport in the longer term, towards 2050, has been removed.
2. Planning and wider context	
11-12	Headings have been added within this section to split up the text: Housing, Population and Employment Numbers ; Neighbouring Local Plans; Transport Infrastructure within the Local Plan
14	Links to the ECDC LP have been provided
10	Figure 2: addition of web link: http://www.cambridgeshireinsight.org.uk//eefm
11-12	Note: alterations to Tables 1, 2 and 3: housing and employment growth and supply in East Cambridgeshire cannot be made as the Local Plan has not yet been adopted. A caveat explaining this has been included on page 12 as well as information relating to the housing needs assessment.
11-12	Table 1: updated to include dates: "Housing and Employment Growth in Cambridgeshire 2011-31 Source: <i>East Cambridgeshire Local Plan</i> " Dates added to Table 2 and Table 3.
11	Updated Table 1: updated to include Forest Heath and Kings Lynn and West Norfolk housing and employment numbers.
11	Additional text explaining the East Cambridgeshire Local Plan allocation numbers provided, and asterisk added below table 2 to clarify.
12	Information about Forest Heath's single issues review has been added.

14	Slight change to wording of Policy COM7 heading to clarify that this came from the East Cambridgeshire Local Plan, and is not a TSEC policy: "Policy COM7: Transport Impact- <i>from</i> East Cambridgeshire Local Plan 2015"
14	East Cambridgeshire Local Plan Review: Additional detail behind the East Cambridgeshire Local Plan and a link to the relevant documents: <i>"More information regarding the Emerging East Cambridgeshire Local Plan is available online¹. It is possible that the Action Plan of the Transport Strategy may need to be updated to support the Emerging East Cambridgeshire Local Plan."</i>
16	Traffic Growth and the impact of new development: The main service centres for East Cambridgeshire have been identified: <i>"The strategy recognises the main service centres in the district and neighbouring areas as being Ely, Littleport, Soham, Newmarket, Cambridge and Bury St Edmunds."</i>
17	The role of the local highway authority in the assessment of development related impacts from new development proposals has been summarised. <i>"As the local highway authority, the County Council has the responsibility of evaluating the potential transport impacts of new development proposals. Where necessary this may include proposition of mitigation measures to avoid unacceptable or "severe" impacts."</i>
	Following text has been added to Policy TSEC 6: The County Council has prepared guidelines to assist developers with the preparation of Transport Assessments and Transport Statements that accompany planning applications. Through these documents the sustainability of the development proposals are assessed, and in line with national guidance including the NPPF".
16	The paragraph was deleted, as it was unclear: "Further analysis and work is proposed to help understand which demand management measures and parking controls would assist in reducing traffic growth and also to clarify which measures are more or less effective depending on the focus of development."
17	Key Transport Issues in the District: "Below are the key transport issues that have been identified in the district. In no particularly order, these are:

¹ <http://www.eastcambs.gov.uk/local-development-framework/local-plan-review>

	<ul style="list-style-type: none"> • Limited highway capacity • Missing links on the walking and cycling network • Impact of HGVs on villages • Availability of public transport in rural areas • Improving the transport network without having a negative impact on the historic and natural environment can be difficult • Dispersed rural communities mean that addressing transport needs sustainably can be difficult due to distances travelled • Road safety issues associated with rural roads • Access to Cambridge can be difficult during peak times • Limited rail capacity • Climate change impacts on transport infrastructure”
18	<p>Transport Policy Context: new text: <i>“A number of additional policies have been referenced in the preparation of the Strategy. These have been summarised below.”</i></p> <p>Small amount of text has been added to the Third Local Transport Plan to highlight that noise is addressed as an issue here.</p> <p>The additional policies which have been referenced in the preparation of the Strategy include:</p> <ul style="list-style-type: none"> • Cambridgeshire Health and Wellbeing Strategy • Cambridgeshire and Peterborough Road Safety Partnership Strategy • Cambridgeshire Green Infrastructure Strategy
18	The Rights of Way Improvement Plan text has been updated following adoption of the updated plan in 2016.
21	Deleted ambiguous sentence: “Hospital patient transport and public transport are also local assets but detailed data was not available”.
23	New section: devolution.
3. Strategy Objectives	
24	<p>Updated text and new objective added: <i>“Six objectives have been set for this strategy, in no particular order these are:</i> Ensure that the Transport Network <i>and Transport Initiatives;</i> 1.... 2... 3. <i>Improves road safety...</i>”</p>
25	Additional information:

	<p>“The East Cambridgeshire District Council Corporate Plan 2015-2019 includes two transport related priorities improving local transport to make it easier to get around the district and do business and improving infrastructure.</p> <p>Some schemes identified in this strategy are also commitments in the Corporate Plan 2015-2019.”</p>
4. The Strategy Approach	
26	<p>Public Transport: update and clarification:</p> <ul style="list-style-type: none"> • Clarified transport corridors: “Connect major engines of growth along main transport corridors, <i>including rail links in the district, A10 and A142</i>” • Included “<i>Improve interchange between modes of transport where necessary</i>” • Updated: “Work with developments – <i>request financial</i> contribution to public transport <i>where appropriate</i>” • Included: “<i>Encourage the use and uptake of public transport by measures including: personalised travel planning, smarter choices promotion, education and technology</i>”
26	Rail: included: “Build a case for opening new stations <i>and new routes</i> ”
26	<p>Cycling and Walking Strategy Approach: update:</p> <ul style="list-style-type: none"> • Updated: “Investment in cycle <i>and pedestrian network and linking communities- understanding both the transport and leisure benefits</i>” • Updated: “Enhancing, <i>improving</i> and adding to network” • Updated: “Enhance and develop <i>the network</i> around key destinations in rural areas” • Removed: “Improve cycle network around Ely. This was considered to be similar to the first point therefore combined in a more general sense. • Added: “<i>Encourage walking and cycling by measures including: personalised travel planning, smarter choices promotion, education and technology</i> addressing safety and perceptions of safety • ”
	<p>Road: updated:</p> <ul style="list-style-type: none"> • “<i>Junctions 37 and 38 of the A14</i>”
5. TSEC policies	
28	<p>Policy TSEC 4: National Networks: trunk roads and rail:</p> <ul style="list-style-type: none"> • Reference to motorways has been removed considering that there are no motorways in East Cambs. • Updated: “These routes have a role in catering for travel demand for those <i>travelling within and through the</i> district along key corridors”
28	<p>Policy TSEC 5: Planning Obligations - updated to include:</p> <p>“<i>There will be a focus on mitigating transport impacts of development as sustainably as possible.</i>”</p>
29	Policy TSEC 6: Transport Assessments – updated to include:

	<p><i>"The County Council has prepared guidelines to assist developers with the preparation of Transport Assessments and Transport Statements that accompany planning applications."</i> With a link to the TA guidelines.</p> <p>And : <i>"In Cambridgeshire a Travel Plan is expected for any planning application where a TA is required. The purpose of a Travel Plan is to encourage the uptake of sustainable travel through changes in behaviour. Residential sites may also require a Travel Plan which includes a package of measures designed to promote sustainable travel at and around the development. For smaller developments with less of an impact, a lighter touch travel plan or travel welcome pack would be required. The exact level of Travel Plan required should be agreed with County Council on a site by site basis."</i></p>
29	<p>Policy TSEC 7: Supporting sustainable growth – updated to include:</p> <p><i>"New developments should link into the existing provision for vulnerable traffic including walkers, horse riders and cyclists."</i></p>
31	<p>Policy TSEC 12: Encouraging cycling and walking – updated to include:</p> <p><i>"The most suitable design should be determined on a site by site basis, however where possible pedestrians, cyclists and other users should be segregated and away from the main traffic."</i></p> <p><i>"Existing routes should be upgraded for less able walkers."</i></p> <p><i>"Walking and cycling will be promoted through various initiatives including personalised travel planning, smarter choices promotion, education and technology."</i></p> <p><i>"New developments should provide links to existing public rights of way and ensure that there are public rights of way through the development."</i></p>
32	<p>Policy 14: New roads within development sites, or to provide access to development – updated to include:</p> <p><i>"Road Safety Audits will be carried out as required and Highways Development Management Engineers will be involved in this process."</i></p>
32	<p>Policy TSEC 15: Road Safety – updated to include:</p> <p><i>"The safety of all users of the transport network is a top priority, both on the existing network and through all new developments and schemes irrespective of the mode of travel."</i></p> <p><i>"Implement road safety initiatives to reduce road traffic accidents based on evidence"</i></p> <p><i>"Acknowledge that there are different priorities for urban and rural locations"</i></p> <p>Removed: <i>"Prioritise pedestrian and cycle safety"</i> – the policy does not focus on any particular user group.</p>
32	<p>Policy TSEC 17: Protecting the environment – updated to include:</p> <p><i>"As transport schemes are developed consideration will be given to the natural and historic environment."</i></p>
6. Improving the Transport Network	
34	<p>New text to introduce how these improvements address key transport challenges:</p> <p><i>"This section details what methods the Strategy will use to reduce the negative impacts of transport on the environment and people who live, work and travel through East Cambridgeshire. It looks to combat the key challenges in the district in line with the strategy policies."</i></p>

34	Passenger transport network: this section has been updated. Please see TSEC document for full change.
34	<p>Rural Transport services: moved below passenger transport, and updated to include: Removed: “In practice this will involve a phased review of rural transport across the county”. A paragraph explaining Total Transport has been included: “<i>Total Transport is a cross sector approach to the delivery of supported d public road passenger transport schemes. Its purpose is to integrate transport services to become more economically efficient with resources. The County Council undertook a scoping consultation within East Cambridgeshire in early 2016 to determine people’s views on the schemes which will include replacing the existing system with a revised network of fixed bus routes, largely based around school journeys, and a new flexible minibuss service, whilst continuing to support a social car scheme.</i>”</p>
35	<p>The rail network - this section has been updated to include: “<i>Engage with rail operators as improvements are brought forward through franchise agreements.</i>” “<i>There are a number of key rail scheme included in the action plan of this Strategy and a short summary of the key schemes and the current position of these is given below.</i> <i>In November 2015 the Hendy Review² was carried out. Sir Peter Hendy was appointed to review the Network Rail enhancement programme to 2019 and re plan it. The majority of projects will go ahead for delivery by 2019. The review states that no projects have been cancelled although some may be delivered after 2019.</i></p> <p><i>The Hendy Review highlights which projects are going to be delivered in Control Period 5 2014-19 and those that will be delivered in Control Period 6 2019-24.</i></p> <p><i>Projects to be delivered in Control Period 5 in East Cambridgeshire are:</i></p> <p><i>Kings Lynn to Cambridge 8 car- the Hendy Report states the following: “Network Rail is undertaking development on a scheme to allow the lengthening of peak time services on the Cambridge to Kings Lynn corridor from 4 to 8 car length to tackle overcrowding and will report back to DfT on costs and programme for delivery in spring of 2016.”</i></p> <p><i>Projects to be delivered in Control Period 6 in East Cambridgeshire are:</i></p> <p><i>Ely North Junction- the Hendy Report states the following: “This scheme will be delivered now in CP6 to allow co-ordination with safety critical level crossing works nearby. Despite this Network Rail is aware of the strong aspiration of the DfT and local user groups and MPs to see</i></p>

² <https://www.networkrail.co.uk/Hendy-review/>

	<p><i>improvements to services on the Cambridge to Kings Lynn corridor as soon as practicable.”</i></p> <p><i>And Ely to Soham Doubling- to increase capacity for freight on the Felixstowe to Nuneaton route.</i></p> <p><i>The Soham Station Project is currently being developed by the County Council and East Cambridgeshire District Council. Network Rail have been commissioned the carry out a GRIP 3 Options Selection Study- which will select a preferred option for the station. This is due to concluded in early 2017. Alongside the Options Selection Study the business case for the station is being developed.</i></p> <p><i>It should be noted that to achieve the full benefits and to increase rail capacity in the Ely area there are many interdependencies between the projects mentioned above. Network Rail are currently reviewing this to ensure that projects are delivered in the most effective way.”</i></p>
38	<p>The Rail Network</p> <p>Following the Economy and Environment Spokes meeting the following further information was added to the strategy to give more detail regarding the Ely Area Rail Improvements:</p>
38	<p>The cycle and pedestrian networks - This has been updated to include:</p> <p><i>“Enhance or develop rural cycle and pedestrian networks around key destinations in the rural area such as village colleges, larger village centres, major employment sites, doctor’s surgeries, and transport hubs on the main transport corridors, especially through improvements to PROW”</i></p> <p><i>“Identify and tackle local barriers to walking and cycling such as missing links, unsuitable provision, difficulties crossing the road and lack of cycle parking facilities”</i></p>
40	<p>Walking and Cycling for Leisure and Public Rights of Way: new subsection has been included.</p>
42	<p>Freight movements and Heavy goods Vehicles – updated:</p> <p><i>“It can lead to localised congestion, noise, vibration, and poor air quality, and can significantly impact on people’s quality of life, health and well-being. Particular issues arise when these large vehicles attempt to negotiate small roads through villages, which were not built or designed to withstand road freight, in order to have a shorter journey. This is a problem in several villages in East Cambridgeshire; most notably, the villages along and linking to A1123, such as Sutton, Wilburton and Haddenham.”</i></p> <p><i>“In addition, as part of planning agreements we will work with the operators and the District Council to ensure that all new and existing</i></p>

	<p>planning permissions involving general haulage HGV operation contain planning conditions which encompass routing <i>and time of day</i> agreements, which ensure that freight operators are using the most appropriate routes for their journeys and minimising impacts on local communities.”</p> <p><i>“We will take all available measures and continue to work with freight operators to ensure the use of the most appropriate strategic routes for road freight, avoiding local village routes, are utilised where possible.”</i></p> <p><i>“And we will also work with operators and the police to encourage the fitting of vehicle tracking systems which assist enforcement of routing agreements, speed limits and good driving practice.”</i></p> <p><i>“Such a restriction is currently being investigated in the Sutton – Earith – Aldreth – Wilburton diamond area.”</i></p>
42	<p>Freight movements and Heavy goods Vehicles – updated: Following the Economy and Environment Spokes meeting this section was updated to include the following: “East Cambridgeshire is a largely rural district, therefore heavy agricultural vehicles and machinery are commonplace on local and strategic roads. While the use of these heavy vehicles is vital for the successful operation of farms, the size and weight of the vehicles can impact on the quality of the road network and road verges.”</p> <p>The above text in the row above was also reworded for clarity.</p>
43	Improving Road Safety: New subsection included.
45	<p>Technology - Updated information: <i>“Improvements in travel information can enable drivers to make informed decisions and minimise delays.”</i> <i>“Technological advances improve efficiency and cleanliness of vehicles whilst providing greener methods of travel. As such, the installation of electric charging points in public car parks will be encouraged.”</i></p>
46	<p>Smarter Choices - updated text: Changed Cambridgeshire Travel for Work Partnership to Travel for Cambridgeshire. Removed reference to Safer Routes to School, as funding for this project expired in 2010/2011. Included schemes such as CamShare and BikeBUDi Included: “Education on travel options can give people the confidence required to use public transport and similarly can cycle training can give people the confidence to travel by bike.”</p>
47	Sharing Information – included reference and link to SmartTravel Cambridgeshire
48	Further work to develop the Transport Strategy for East Cambridgeshire.

	Further information regarding the A10 North Study has been added, as well as reference to the A10 North of Ely. More detail has been provided in this section following the Economy and Environment Spokes meeting.
49	<p>Funding - Included new information on maintenance of routes: <i>“To make best use of budgets, the County Council has produced a Highways Asset Management Strategy³ which identifies the approach to maintaining the county’s local highway network, in order to help deliver the best short and long term outcomes for local communities. The Strategy will be used to inform the highway maintenance schemes that are to be implemented within the Council’s Transport Delivery Plan.”</i> A link has also been provided for the Highways Asset Management Strategy.</p> <p>Funding from development: updated text to clarify the role of section 106: <i>“This funding can only be used for improvements which are directly impacted by the development.”</i> <i>“East Cambridgeshire District Council adopted the Community Infrastructure Levy (CIL) in 2013. This now plays an important part in providing funding for off site development mitigation measures”</i> Following has been added regarding the Local Highways Improvements Initiative, <i>“Funding is also available through the Local Highways Improvement Initiative (LHI)⁴ This initiative invites community groups to submit a proposal for funding from the LHI fund. Schemes are delivered on a jointly funded basis with applicants able to apply for up to £10,000 as a contribution to their scheme. The applicant is expected to provide a minimum contribution to their scheme of at least 10% of the total scheme costs.”</i></p>
53	<p>Prioritisation and delivery of the strategy programme – updated to include text: <i>“All new major schemes are assessed through the County Council planning approval process. For particular schemes this involves consultation on the design and impact of the scheme; in particular the highway and environmental impact. The majority of schemes within the action plan require further development, and all new schemes should be designed appropriately to cater for local needs and take account of local circumstances.”</i></p>
53	<p>Monitoring and review – updated to include:</p> <ul style="list-style-type: none"> • <i>“Monitoring the environmental impact including the impact on biodiversity, trends in air quality and how many schemes contribute to the Green Infrastructure Strategy.</i>

³ Further information is available on the following webpage:
http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

⁴ http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/118/improving_highways

	<ul style="list-style-type: none"> • <i>Monitor the impact on public health including mortality rates and reasons and the number of people using active transport.”</i>
7. References	
57	New Section has been added- providing links to key documents.
8. Action Plan	
60	Updated table: Differentiation between proposed works and schemes to be investigated
Ely: Major Schemes	
	Updated: LTTS Weblink added providing more information on the scheme. Ely Southern Bypass- “More information on this scheme is available here: http://www.cambridgeshire.gov.uk/info/20051/transport_projects/63/ely_southern_bypass ”
	Updated: LTTS “A142 Junction Improvements: Improvements to the A142/Sir James Black Road junction, <i>Cambridge Business Park</i> ”
	Updated: LTTS Ely Road Highway Improvements: “Fourth arm at the Ely Road/ Kings Avenue roundabout (B1382) to <i>enable access to North Ely development</i> ”
	Updated: LTTS “A14 junction 37 improvements, Newmarket”
	Updated: LTTS “A10 Dualling between A142 Witchford Road and A142 Angel Drove junctions including cycle path to link with cycle bridge <ul style="list-style-type: none"> - <i>Includes improvements to roundabout capacity</i> - <i>Timing will be considered with relation to the Ely Southern Bypass</i>”
Ely: cycling and walking schemes	
	Updated: “A142 Junction Improvements – Improvements to the A142/ Sir James Black Road junction, Cambridge Science Park. “ Relevant source changed to TSEC from the LTTS, as no reference to this scheme could be located in the LTTS.
	Updated: E-7 “Additional cycle parking provision” Removed: Additional stands in the Cloisters area and other locations as stands in the Cloisters have been implemented.
	Removed:

	"Shared use footway/ cycleway on the Eastern side of Lisle Lane from Prickwillow Road to Cresswells Lane" – This scheme was implemented May 2016 (TIP: 466)
	Updated: E-11 "Cycle / pedestrian underpass associated with Ely Southern Bypass... <i>(Ely – Stuntney section to be delivered alongside the Ely Southern Bypass)</i>
	New scheme added: E-12 "Cycle access from Ely North development to Ely City Centre. Further information on the proposed pedestrian and cycle infrastructure to be implemented as part of the development is available on the East Cambridgeshire Planning Portal. "
	New scheme added: E-13 "Crossing on Cambridge Road"
	New scheme added: E-15 "Cycle/ pedestrian access improvement through Paradise recreation ground"
	New scheme added: E-14 "Cycle improvement: Improve cycling conditions on Gallery Street and Silver Street. Potentially remove cobbled speed bumps."
	New scheme added: E-16 "Investigation into cycleway improvements in the vicinity of the train station and Tesco."
	New scheme added: E-17 "Investigate options for improving pedestrian and cyclist access to Ely Station."
	Merged and New Schemes: E-18 "Improvements to pedestrian and cycle access to Lancaster Way Business Park: <ul style="list-style-type: none"> • Investigate option of a cycle link along • Lighting of Lancaster Way cycle path to the A10... • Widen the shared pedestrian and cycle route from Lancaster Way into Witchford • Cycle bridge over the A10"
	New scheme added: E-18 "Investigate options to improve the Public Right of Way between Ely and Waterbeach. (Note: No CCC funding available)"
	District Wide Highway Improvements (new section included)
	New scheme added: E-20 "HCV restriction in the diamond area- north of the A14- south east of the A141, south of the A142 and west of the A10.

	<p>Short Term: Traffic will be monitored to get a base line of the number of HCVs in the area.</p> <p>Longer Term: Following completion of the Ely Southern Bypass- further monitoring will be carried out to see how HCVs are using the diamond area and investigations will be carried out into the best way of reducing the impacts of HCVs in the diamond area. This could include HCV restrictions being implemented to help protect villages from the negative impacts of HCVs within the diamond area. It is understood that HCVs using the A1123 have a particular impact on the villages. “</p>
	<p>New Scheme: E-21 A10 North Study - More information is provided in the “Further work to develop the Transport Strategy for East Cambridgeshire” section above.</p>
	<p>New Scheme: E-22 A10 North of Ely Study</p>
	Ely: Highway Improvements
	<p>Updated: LTTS “North Ely Highway Improvements”...A new access road from <i>North Ely development</i> to a new roundabout on the A10. Removed “also included in ‘Major schemes’ see above”</p>
	<p>Updated: E-24 “A10/ Downham Road – safety scheme Investigation required - options could include: Signage near the school <i>Cycle/ Pedestrian underpass as part of leisure centre development</i> Traffic calming”</p>
	<p>New Scheme: E-26 “Investigate implementation of 20mph zones where appropriate – this should be suitable for the adjacent land use, road geometry, user perception, and enforceability (to ensure their effectiveness and safety).”</p>
	Ely: Public Transport Schemes
	<p>Removed: “Park and Ride site in a location south of Stretham” (TIP ref: 475)</p>
	<p>Updated: E-29 “Improved parking, access and interchange facilities at Ely Station. Measures to improve accessibility of the station <i>by all modes</i> and cater for more southbound trips from Ely by rail, reducing pressure on the A10.”</p>
	<p>New scheme: E-30 “Upgrade bus shelter at Prince of Wales Hospital”</p>
	<p>New scheme: E-31 “Investigate bus priority measures in Ely”</p>
	Updated: LTTS

	<p>“Measures to provide reliable and timely bus links to <i>the new</i> Ely North development, including:</p> <p>...</p> <p><i>- Bus priority measures on Brays Lane resulting in closure to non-bus traffic from Market Place. This scheme would be implement to provide a high quality bus service from the Ely North development. This scheme would only be implemented if bus service were to use Brays Lane....”</i></p>
	<p>New scheme: E-28</p> <p>“Investigate installation of Real Time Passenger Information across the district”</p>
	<p>New scheme: E-32</p> <p>“Provision of new coach drop off point as part of the Barton Road Car Park redevelopment.”</p>
	Littleport
	<p>New scheme:</p> <p>“Implementation of 30mph speed reduction on Wisbech Road linked to School development.”</p>
	<p>Updated: E-33</p> <p>“Improve <i>access and</i> parking provision at Litteport Station”</p> <p>Additional car and cycling parking</p> <p>Improve access for all users</p>
	<p>Deleted (since Spokes):</p> <p>“Improved bus service provision:</p> <p>Work with operating companies to secure improved bus services for the town”</p> <p>Considered an operational issue, out of the scope of the TSEC.</p>
	Soham: public transport schemes
	<p>Removed: (TIP ref: 482)</p> <p>“Improved bus service provision:</p> <p>Work with bus operators to secure evening and Sunday services for the Number 12 service.”</p> <p>Considered an operational issue, out of the scope of the TSEC.</p>
	Soham: Cycling and Walking Schemes
	<p>Updated: E-39</p> <p>“<i>Improve</i> Soham Town cycling network”</p>
	<p>Updated: E-40</p> <p>“Cycle route: Soham to Ely... (<i>Ely to Stuntney being delivered as part of the Ely Southern Bypass</i>)”</p>
	<p>Updated: E-42</p> <p>“Cycle route: Soham to Wicken Fen</p> <p>(Options: Off road route connecting to NCN 11) links to Soham to Ely scheme above.</p> <p><i>Consider routeing via Upware”</i></p>
	New scheme: E-43

	"Investigate safety and access improvements onto the Soham Southern Bypass (A142)."
	Barway (New location added)
	New scheme: E-46 "Improvement at Barway/ A142 junction: <ul style="list-style-type: none"> • Installation of a traffic island to prevent overtaking through the right turn lane • 50 mph speed limit between Barway Road and Eye Hill Drove • Investigate option to improve visibility"
	New scheme: E-47 "Improve cycle track surface for route 11 near Barway."
	Bottisham (New location added)
	New scheme: E-49 "Speed reduction measures/ signage on Bottisham High Street"
	Burwell
	New scheme: E-52 "Cycle/ pedestrian path between Burwell and Exning along B1103 Newmarket Road: between B1102 Isaacson Road and The Drift, Exning"
	Dullingham
	New scheme: E-55 "Expansion of the existing car park at Dullingham station"
	New scheme: E-56 "Walking and cycling improvement: Dullingham village to Dullingham station"
	New scheme: E-57 "Street lighting improvements between Dullingham Village and Dullingham Station (Note: No CCC funding is available)."
	Fordham
	New scheme: E-59 "Cycle route improvement: Soham/ Fordham to Newmarket"
	New scheme: E-60 "Investigations into traffic calming: <ul style="list-style-type: none"> • One way system for Sharmans Road to Mildenhall road • Priority for Carter Street at Junction with Sharmans Road and halt at junction before vehicles proceed around the Chequers bend Re-evaluate traffic calming through the village"
	Haddenham
	New Scheme: E-62 "Installation of traffic lights at the top of Haddenham High Street"

	Deleted Scheme: "Investigate measures to reduce HGV traffic through village" This scheme has been superseded by the new district wide scheme – HCV restriction in the diamond area- north of the A14- south east of the A141, south of the A142 and west of the A10. (detailed above)
	Isleham (New location added)
	New Scheme: E-63 "Investigate speed reduction measures throughout village."
	Kennet (New Location added)
	New Investigation: E-64 "Investigate measures to manage through traffic between A14 and A11 linked to development proposals"
	Little Downham
	Update: E-65 Cycling Improvement "Improve bridleway to create cycle route from Little Downham to Ely (investigate opportunities for improvements to NCN 11) <i>or upgrade existing footway along side B1411 to shared use.</i> "
	Little Thetford
	Updated: E-66 "Investigate possible safety and access improvements to the A10/ The Wyches junction" Investigate improvements to the junction to improve the safety of right turning traffic towards Ely."
	Lode
	New scheme:E-71 "Investigate options to improve cyclist accessibility over the river on Lodes Way."
	Mepal
	New Scheme: E-73 "Investigate options for safe crossing of the A142 between Mepal and Sutton, Elean business park, Witcham and Witcham Toll."
	New Scheme: E-74 "Investigate options to improve access from Mepal onto the A142. Potential to lower the speed on approach to the access"
	Reach
	New Scheme: E-77 "Investigation into congestion relief at Stow cum Quay/ A14"
	Stretham
	New scheme:E-80 "Investigate options for a cycle link between Stretham and Soham/ Wicken"
	Sutton
	Updated: E-83 Traffic Management

	"Feasibility assessment of speed reduction options for The Brook, High Street, The America, <i>Church Lane and Pound Lane</i> . "
	Wicken
	New scheme: E-92 "Investigate options to improve the cycle route between Wicken and Waterbeach"
	Wilburton
	New scheme: E-97 "Investigate options to improve the Wilburton/ Twenty Pence Road junction"
	Witchford
	Updated: E-98 "Walking improvement Pedestrian path on Grunty Fen road from Main street <i>Continue 1m surfaced footway at Grunty Fen Road to off Scenes Drove</i> "
	New scheme:E-100 "Investigate suitable locations for dropped kerbs throughout village"
	New scheme: E-101 "Traffic Calming throughout village Investigate traffic calming measures such as using street furniture to reduce width of the road and marking of parking spaces to reduce the speed of the road."

APPENDIX C

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment
Economy, Transport and Environment / Transport and Infrastructure Policy and Funding		Name: Jack Eagle
Proposal being assessed		Job Title: Lead Transport and Infrastructure Officer
Transport Strategy for East Cambridgeshire.		Contact details: Jack.Eagle@cambridgeshire.gov.uk
Business Plan Proposal Number (if relevant)		Date completed: 18/10/2016.....
		Date approved:
Aims and Objectives of the Service or Function affected		
<p>The Transport Strategy for East Cambridgeshire (TSEC) has been developed to reflect new information regarding the current funding environment and the aspiration set out in the East Cambridgeshire Local Plan. This involves the development of Policies and Objectives and Action Plan of schemes.</p> <p>The broad aims of the strategies and plans are to improve transport in East Cambridgeshire to support economic growth, mitigate the transport impacts of the growth agenda and help protect the area's distinctive character and environment.</p> <p>The consultation carried out in March / April 2016 has gained feedback from members of the public and stakeholders on the TSEC. This feedback has been used to update the TSEC.</p>		
What is the proposal?		
<p>TSEC provides the strategy and policy basis for transport infrastructure in East Cambridgeshire along with an action plan of specific transport schemes. The strategy has been updated following public consultation and a summary consultation report has been produced including headline results from the consultation. The TSEC has been developed under the Cambridgeshire Local Transport Plan 3. An Equality Impact Assessment (EqIA) was carried out for the first version of the LTP3 in 2011. Community Impact Assessments have also been carried out as LTP 3 has been refreshed and updated.</p>		
Who will be affected by this proposal?		
<p><i>A proposal may affect everyone in the local authority area or alternatively it might affect specific groups or communities, please describe</i></p> <ul style="list-style-type: none">• <i>Whether the proposal covers all of Cambridgeshire or specific geographical areas</i>• <i>Which particular service user groups would be affected</i>• <i>Whether certain demographic groups would be affected more than others</i>• <i>Any other information to describe specifically who would be affected</i> <p>The TSEC addresses transport challenges within the East Cambridgeshire area, and also considers the cross boundary transport issues. The strategy has been developed with the intention of improving the transport environment for everyone who lives, works or travels through East Cambridgeshire. Therefore, no singular user group is likely to be affected. The Strategy aims to improve sustainable means of travel as a priority.</p>		

A wide range of groups were made aware of the consultation events. Living Streets was also commissioned to contact harder to reach groups.

The audience of this consultation was anyone who lives, works or travels through East Cambridgeshire. This includes residents, stakeholders, local businesses, district and parish councils and anyone who travels in and around East Cambridgeshire. The following lists some of the types of stakeholder and interest groups that were consulted:

- Local government
- Parish Council Clerks
- District Councillors
- Schools
- Local Groups
- Transport Organisations
- Health organisations
- Voluntary and care organisations

An email was also sent to stakeholders on the East Cambridgeshire Register of Consultees and Business Distribution lists, for stakeholders who have previously expressed an interest in transport.

Cambridgeshire County Council also commissioned Living Streets to organise and run a series of events (focus groups and target group meetings) to gain the views from harder to reach groups. The target groups were identified as:

- Older people
- Younger people
- People with disabilities
- Working people

Living Streets contacted over 40 organisations and individuals as potential gateways to organise access to target groups for events.

What positive impacts are anticipated from this proposal?

As:

- the LTP3 objectives meet the council's priorities and remain unchanged,
 - the council will be seeking responses from as many people as possible to the public consultation,
 - everybody's views will be treated equally, and will be considered as the final strategies are developed,
 - key stakeholders were made aware of the consultation as well as members of the public through a wide variety of different channels, and
 - consultation materials will be made available in other formats if requested;
- there is a positive impact on all protected characteristics.

It should be noted that the Transport Strategy sets out at a high level, transport schemes planned for delivery. As these schemes are confirmed and funding sources secured, more detailed individual CIAs will be carried out as necessary. The council's priorities, LTP3 objectives and the Transport Strategies objectives and policies are linked and listed below. The links between the council's priorities and the LTP objectives are also shown.

Council's priorities:

- Developing the local economy for the benefits of all
- Helping people live healthy and independent lives
- Supporting and protecting vulnerable people.

LTP Objective 1

Enabling people to thrive, achieve their potential and improve their quality of life.

LTP Objective 2

Supporting and protecting vulnerable people.

LTP Objective 3

Managing and delivering the growth and development of sustainable communities.

LTP Objective 4

Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.

LTP Objective 5

Meeting the challenges of climate change and enhancing the natural environment.

Council Priorities and LTP Objectives

Council Priorities	LTP Objectives				
	1	2	3	4	5
Supporting and protecting vulnerable people	✓	✓✓			
Helping people to live health and independent lives	✓✓	✓✓	✓✓		✓
Developing our local economy for the benefit of all			✓✓	✓✓	✓

The objectives of the East Cambridgeshire Transport Strategy are:

Ensure that the Transport Network;

1. Supports the economy and acts as a catalysts for sustainable growth
2. Enhances accessibility
3. Improves road safety
4. Connects new and existing communities with jobs and services
5. Prioritises sustainable transport alternatives and reduces impact on congestion on these modes
6. Contributes to reducing transport's contribution to air quality emissions in particular NOx, PM10 and PM2.5- the main transport related pollutants
7. Encourages healthy active travel and supports people's well-being

What negative impacts are anticipated from this proposal?

Are there other impacts which are more neutral?

Impacts on specific groups with protected characteristics

Specific consideration should be given as to whether the proposal has a particular or disproportionate impact on any of the groups listed below.

Please consider each characteristic and tick to indicate any where there will potentially be a disproportionate impact (positive or negative) from implementation of the proposal. Do not tick the boxes if the impact on these groups is the same as the impact on the community as a whole (described in the above sections)

Impact	Tick if disproportionate impact
Age	
Disability	
Gender reassignment	
Marriage and civil partnership	
Pregnancy and maternity	
Race	

Impact	Tick if disproportionate impact
Religion or belief	
Sex	
Sexual orientation	
Rural isolation	
Deprivation	

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

If any of the boxes above have been ticked to indicate that people with the protected characteristics will be affected more than other people then use this section to describe that impact and any measures which will be put in place to mitigate those potential impacts

Version Control

Version no.	Date	Updates / amendments	Author(s)
2	24/10/2016	Update to new format	Jack Eagle / Yolanda Rankin

INTEGRATED TRANSPORT BLOCK FUNDING ALLOCATION PROPOSALS

To: Economy and Environment Committee

Meeting Date: 16 December 2016

From: Graham Hughes, Executive Director for Economy,
Transport and Environment

Electoral division(s): All

Forward Plan ref: 2016/059 **Key decision:** Yes

Purpose: To consider the proposed allocation of the Integrated
Transport Block (ITB) funding 2017/18;

To seek Members' comments and support for the
proposed projects to receive ITB Delivering Transport
Strategy Aims funding for the rolling 3-year period from
2017/18;

Recommendation: It is recommended that the Committee:

a) support the allocation to the ITB budget elements

b) approve the proposed projects in Appendix 1 for
allocation of ITB funding in 2017/18 and earmarked for
2018/19 and 2019/20, and

c) support the proposed projects in Appendix 1 for
inclusion in the Transport Delivery Plan

<i>Officer contact:</i>	
Name:	Elsa Evans
Post:	Funding and Innovation Programme manager
Email:	Elsa.Evans@cambridgeshire.gov.uk
Tel:	01223 715943

1. BACKGROUND

- 1.1 Government grant funding for ITB has been reduced from over £8M per annum pre-2011 to £3.19M per annum since 2015/16. In response to the reduced funding, the approach for the prioritisation of ITB funding was revised, with fewer and rationalised budget headings. The revised approach was approved by the Economy & Environment Committee in April 2015.
- 1.2 Nearly half of the ITB funding, £1.35M, is for schemes delivering Transport Strategy Aims. The approach to the assessment and prioritisation of transport proposals for funding is based on criteria similar to the Department for Transport's Early Assessment and Sifting Tool (EAST) criteria: strategic, delivery, economic, financial and commercial cases.

2. MAIN ISSUE – ITB allocation proposals 2017/18

- 2.1 Proposed allocations of the £3.19M ITB funding are outlined in the table below. In May 2016, Members approved the transfer of £200K from the Major Scheme Development budget to the Local Infrastructure Improvements budget for 2016/17. No further significant change is proposed for 2017/18. Allocation for 2016/17 is included in the table below for reference.

Budget Category	Allocation 2016/17 (£000s)	Proposed allocation 2017/18 (£'000s)	Description
Air Quality Monitoring	23	23	Funding towards supporting air quality monitoring work in relation to the road network across the work with local authority partners.
Major Scheme Development	200	200	Resources to support the development of major schemes.
Local Infrastructure Improvements	682	682	Include the provision of the Local Highway Improvement (LHI) Initiative across the County (£607K); accessibility works such as disabled parking bays; and improvements to the Public Rights of Way network (£75K).
Strategy Development and Integrated Transport Schemes	345	345	Resources to support Transport Infrastructure strategy and related work across the County, including Long term Strategies, District Transport Strategies as well as funding towards scheme development work.

Budget Category	Allocation 2016/17 (£000s)	Proposed allocation 2017/18 (£'000s)	Description
Road safety schemes	594	594	Investment in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes.
Delivering Transport Strategy Aims	1,346	1,346	Supporting the delivery of proposals included in Countywide and area transport strategies to improve accessibility, mitigate the impacts of growth, and support sustainable transport improvements. Proposed projects are listed in Appendix 1.
Total	3,190	3,190	

3. MAIN ISSUE – Proposed Delivering Transport Strategy Aims Projects

3.1 Period covered

In view of the small annual budgets and cost of schemes, a rolling 3-year funding period is proposed to ensure that some larger schemes which potentially have greater benefits are not ruled out from the outset due to limited funding availability. Proposed future years funding are indicated where appropriate. Funding allocation for a 3-year period is in line with the Transport Delivery Plan and will enable better forward planning for the Council's capital programme. Approved projects will be entered into the Transport Delivery Plan 2017-20 for delivery.

3.2 2016/17 schemes update

3.2.1 Two schemes have experienced delay, due to issues revealed during detailed design, and thus require funding to be carried forward to 2017/18 to complete the work.

- Norwood Road cycle improvement to the route along Norwood Road corridor, March – Work is being delayed by legal access agreement with Network Rail. It is proposed to carry forward the £240k budget to 2017/18.
- Cycle Route 12 St Ives to Bluntisham – This scheme is part of the St Ives Cycle Routes package. The other two routes have been completed. The issue of land transfer is being resolved, which has delayed the delivery programme. It is proposed to carry forward £120k of the £270k budget to 2017/18.

3.2.2 Six schemes have cross-year funding earmarked for 2017/18 and 2018/19. Total ITB 2017/18 funding proposed for these schemes is £545k, which leaves £801k to be allocated to prioritised projects.

Location	Scheme	17/18	18/19 19/20	
Ely	Cycle route between Ely and Stuntney	-	TBC	Feasibility will be completed within the £12K budget approved for 2016/17. No budget is proposed for 17/18 because scheme delivery needs to link to Ely Southern Bypass i.e. not before 2018.
March	Cycle route from Southwest March to town centre	£175K	-	Full cost £250K, of which £75K budget was approved for 2016/17 and will be spent as planned
St Ives	Cycle Route 3 St Ives East-West route across town along A1123	£230K	£200K	Proposed budget £430K is for delivery in 2017/18 and 2018/19. (2016/17 budget funded feasibility and initial design).
Cambridge	Barton Road cycle route improvement	£100K	-	Full cost £200K, of which £100K budget was approved for 2016/17 and will be spent as planned
Countywide	Minor walking cycling improvements	£35K	£35K per annum	Proposed to increase budget per annum from £25K to reflect demand
Countywide	Small scale bus stop facility improvements	£5K	£5K per annum	Low cost improvements that bring good value for money
Budget committed		£545K	TBC	
Total budget less committed £1,346K - £545K		£801K	TBC	

TBC – To Be Confirmed

3.3 Prioritisation Methodology

3.3.1 The Delivering Transport Strategy Aims budget is proposed to be allocated to prioritised schemes drawn from the Cambridgeshire Transport Investment Plan (TIP). An assessment of the 'eligible' schemes in the TIP was undertaken to prioritise them for ITB funding. 'Eligible' schemes are defined as:

- Deliverable within 5 years
- Local non-major schemes with funding gap under £500K
- Not City Deal specific schemes (which should be funded by City Deal and matched by Section 106 developer contributions).

3.3.2 Eligible schemes are assessed and prioritised, using criteria based on the Department for Transport's Early Assessment and Sifting Tool (EAST). The assessment criteria and scoring definition are shown in Appendix 2. In summary, the criteria are based on meeting strategy objectives and on deliverability:

- Strategic Case – Meeting Local Transport Plan challenges
- Delivery Case – Practical feasibility
- Delivery Case – Evidence of stakeholder support
- Economic Case – Scale of impact of the project
- Economic Case – Value for money
- Financial Case – Match/alternative funding
- Financial Case – Affordability

3.3.3 All criteria are scored on a scale of -3 to +3.

Total score = Strategic Case Score + Delivery Case Score + Economic Case Score + Financial Case Score

Where

Strategic Case Score = average of the 8 LTP Challenges scores

Delivery Case Score = average of Feasibility and Stakeholder support scores

Economic Case Score = average of Impact and Value for money scores

Financial Case Score = average of Match funding and Affordability scores

3.3.4 Prioritised schemes with the highest Total Score are proposed for allocation of ITB funding for the rolling 3-year period from 2017/18. These schemes, together with the committed schemes are listed in Appendix 1.

3.3.5 Cambridge scheme, reference number 7 in Appendix 1, Huntingdon Road outbound cycleway improvement between Victoria Road/Castle Street and Girton is proposed to be forward funded by ITB funding for developments S106 required from NIAB (Darwin Green 1), Darwin Green 2, Darwin Green 3, Cambridge North West and Girton College.

3.3.6 Eligible schemes assessed but not proposed for funding allocation in 2017/18 will remain in the Transport Investment Plan to be considered for other appropriate funding sources or for the next round of ITB funding. These schemes are listed in Appendix 3.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

The proposed allocation of the Integrated Transport budget and the proposed schemes for Delivering Transport Strategy Aims are aligned to this corporate priority. Integrated transport schemes either provide direct improvements to the local road network or look to encourage a shift to sustainable transport modes. Managing congestion through infrastructure investment in this way will enable growth and support the local economy.

4.2 Helping people live healthy and independent lives

The proposed schemes to deliver Transport Strategy Aims should help

improve accessibility and as such help people live healthy and independent lives by improving cycling and pedestrian facilities and sustainable transport information. Local Transport Plan aims are aligned to the Cambridgeshire Health and Wellbeing Strategy in particular the priority to “*create a sustainable environment in which communities can flourish*”.

4.3 Supporting and protecting vulnerable people

Road Safety schemes supports and protects vulnerable people, in particular children, and at locations of high risk of injury crashes. Schemes proposed to deliver Transport Strategy Aims should help improve accessibility to services through active, safe, affordable and sustainable means for vulnerable people.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

- The proposed funding allocation to projects is for a rolling 3-year period with indicative allocation for year 2 and Year 3 to enable better forward planning.
- Proposed projects have been assessed and prioritised on deliverability, value for money and match funding, so as to maximise the benefits for the County council and Cambridgeshire people.

5.2 Statutory, Risk and Legal Implications

Including approved schemes in the Transport Delivery Plan will enable better monitoring through the ETE Capital Programme monitoring process. Prioritising schemes on practical feasibility and evidence of stakeholder support will lower the risk of project delivery slippage or abortive work.

5.3 Equality and Diversity Implications

There are no significant implications within this category. However, proposed projects aiming to improve sustainable transport should help improve accessibility especially for those without access to a car, and facilitate more people engaging in more active and healthy forms of travel.

5.4 Engagement and Consultation Implications

There are no significant implications within this category. Consultation for individual scheme will be undertaken as appropriate.

5.5 Localism and Local Member Involvement

There are no significant implications within this category. All schemes proposed for ITB Delivering Transport Strategy Aims funding are from local transport strategies, which have had significant local Member involvement

5.6 Public Health Implications

There are no significant implications within this category. Strategy

development will give due regard to the Cambridgeshire Health and Wellbeing Strategy and the Cambridgeshire Joint Strategic Needs Assessment (JSNA). Schemes promoting active modes and road safety schemes will promote public health. The Public Health service would be consulted further as individual schemes progress to delivery, where appropriate.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Julie Thornton
Are there any Equality and Diversity implications?	Yes, cleared - no significant implications Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Mark Miller
Are there any Localism and Local Member involvement issues?	Yes, cleared - no issue Name of Officer: Paul Tadd
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Tess Campbell

Source Documents	Location
2016/17 Business Plan	http://www.cambridgeshire.gov.uk/download/downloads/id/4404/section_3b_-_ete_finance_tablespdf.pdf Table 4
Transport Investment Plan (TIP)	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/8
Transport Delivery Plan (TDP)	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

Appendix 1 Proposed projects for 2017/18 Delivering Transport Strategy Aims funding

Ref	Location	Scheme	Total Cost	ITB funding 2017/18	ITB funding 2018/19	ITB funding 2019/20	Justification for recommended funding	Total Score
1	Ely	Cycle route between Ely and Stuntney	To be confirmed	£0	To be confirmed	To be confirmed	Current commitment This scheme is linked to the Ely Southern Bypass scheme, and is in the Draft Transport Strategy for East Cambridgeshire. Investigation/feasibility will be completed within the £12k budget approved for 2016/17. No ITB budget is proposed for 2017/18 because scheme delivery needs to link to Ely Southern Bypass i.e. not before 2018.	N/A
2	March	Cycle route from Southwest March to town centre	£250,000	£175,000	-	-	Current commitment This is a package of schemes which offers sustainable access to the town centre. Delivery is scheduled over two years. Full cost £250k, of which £75k budget was approved for 16/17 and will be spent as planned. £175k budget is committed for 17/18 to complete the project.	N/A
3	St Ives	Cycle Route 3 Houghton Road and St Audrey's Lane. East-West route across town along A1123	£463,000	£230,000	£200,000	-	Current commitment Proposed budget £430k is for delivery over two years in 2017/18 and 2018/19. Feasibility and initial design will be completed with the budget approved for 2016/17.	N/A

Ref	Location	Scheme	Total Cost	ITB funding 2017/18	ITB funding 2018/19	ITB funding 2019/20	Justification for recommended funding	Total Score
4	Cambridge/ South Cambs	Cambridge to Barton (Barton Road) cycle route improvement	£200,000	£100,000	-	-	Current commitment This scheme is to improve one of the existing radial cycle routes into Cambridge. Full cost £200k, of which £100k was approved for 2016/17 and will be spent as planned.	N/A
5	County-wide	Minor walking and cycling improvements	£35,000 per annum	£35,000	£35,000	£35,000	Current commitment Precise schemes are to be identified. Over the last few years a budget of £25,000 is allocated to deliver minor walking and cycling improvements that would add value to approved schemes that support walking and cycling. Due to popular demand it is proposed to increase the annual budget.	N/A
6	County-wide	Small scale bus stop facility improvements	£5,000 per annum	£5,000	£5,000	£5,000	Current commitment This proposed use of funding is for low cost improvements which offer good value for money. Improvements could include moving bus stop flags, timetable provision etc. Proposal is £5k per annum for rolling 3 years	N/A
7	Cambridge	Huntingdon Road outbound cycleway improvement, between Victoria Road / Castle Street and Girton	£400,000	£200,000	£200,000	-	Scored high on all criteria. This scheme will be forward funded by ITB funding for developments S106 contributions required from NIAB (Darwin Green 1), Darwin Green 2, Darwin Green 3, Cambridge North West and Girton College.	6.63

Ref	Location	Scheme	Total Cost	ITB funding 2017/18	ITB funding 2018/19	ITB funding 2019/20	Justification for recommended funding	Total Score
8	Haddenham	Installation of traffic lights / controlled pedestrian crossing at the top of High Street (A1123/A1421 junction)	£125,000	£110,000	-	-	Match funding of £15K from LHI and Parish council. Scored high on practical feasibility and stakeholder support.	5.00
9	Cambridge	Pedestrian and cycle crossing improvement at Four Lamps Roundabout, junction of Victoria Avenue with Maids Causeway	£75,000	£75,000	-	-	Scored high on practical feasibility, value for money and scale of impact.	4.75
10	Cambridge	New on-road cycle lane with parking restrictions on Arbury Road, between North Cambridge Academy and Milton Road	To Be Confirmed	£16,000	To Be Confirmed	-	Scored high on stakeholder support and Economic Case. Only high level cost estimate is available currently. Proposed 2017/18 funding for feasibility and consultation, which will inform delivery cost for 2018/19.	4.63
11	Witchford	Cycling improvements from Wentworth junction- connect to existing segregated shared use provision	£200,000	£200,000	-	-	Scored high on practical feasibility and stakeholder support.	4.50
12	Houghton Wyton	Houghton and Wyton A1123 public transport bus stop infrastructure scheme	£50,000 (To Be Confirmed)	£50,000	-	-	Scored high on local support and scale of impact. Parish Council is investigating design. Final cost is to be confirmed.	4.25
13	Cambridge	Oxford Road and Windsor Road traffic calming	£300,000 (To Be Confirmed)	£150,000	-	-	A contribution of £150,000 is expected from S106 Agreement from the Northwest Cambridge development. Scored high on financial case. Some stakeholder support from local residents but this type of scheme could be controversial.	4.13
TOTAL				£1,346,000	TBC	TBC		

DELIVERABILITY CRITERIA

Score	Delivery of project: Practical feasibility - is the project technically capable of being delivered, e.g. are there land ownership issues	Delivery of project: Evidence of stakeholder support - is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council	Economic Case: Scale of impact - what is the scale of (a) economic, (b) environmental and (c) social impacts of the project in relation to development(s), e.g. how many people will it benefit, local/countywide/strategic area covered, noise, air quality, safety,	Economic Case: Value for money - what level of benefits will the project deliver assessed against cost; either in BCR or qualitative assessment	Financial Case: Match/Alternative funding - are there other funding sources available for the project, either in whole or in part	Financial Case: Affordability - the extent to which the level of expenditure and financial risk involved in a project can be taken on, given other requests for funding
3	Can be delivered with no issues, potentially in conjunction with other works	Formal consultation carried out evidencing support	Major/cross-district positive impact		>50%	Entirely funded by third party or specific funding stream
2	Feasible with added value	Supported multiple (eg public & members)	Mid-large scale positive impact		25-50%	Can be delivered without impacting other projects, part funded as per +3
1	Feasible	Support indicated (eg public or members)	Small scale/localised positive impact		<25%	Can be delivered without impacting other projects, low risk of costs increasing
0	Feasible but minor issues	No evidence	No impact or +/- balance	No impact or +/- balance	None	Affordable
-1	Feasible but highway land not sufficient/multiple issues	Minor opposition indicated	Small scale/localised negative impact			Affordable with impact, risk of costs increasing
-2	Feasible but more significant issues with land, services, etc.	Multiple opposition indicated	Mid-large scale negative impact			Unaffordable without Third Party contribution
-3	Not possible without major additional works	Formal consultation shows large opposition	Major/cross-district negative impact			Unaffordable without significant Third Party

OBJECTIVES CRITERIA - Local Transport Plan objectives

Score	Improving the reliability of journey times by managing demand for road space, where appropriate and maximising the capacity and efficiency of the existing network	Reducing the length of the commute and the need to travel by private car	Making sustainable modes of transport a viable and attractive alternative to the private car	Future-proofing our maintenance strategy and new transport infrastructure to cope with the effects of climate change	Ensuring people – especially those at risk of social exclusion – can access the services they need within reasonable time, cost and effort wherever they live in the county	Addressing the main causes of road accidents in Cambridgeshire	Protecting and enhancing the natural environment by minimising the environmental impact of transport	Influencing national and local decisions on land-use and transport planning that impact on routes through Cambridgeshire
3	Significant Improvement to the reliability of journey times	Significant reduction	Significant positive impact	Significant positive impact	Significant positive impact	Significant impact on addressing the main causes	Significant impact on protecting and enhancing the natural environment	Significant positive impact
2	Some improvement to the reliability of journey times	Some reduction	Some positive impact	Some positive impact	Some positive impact	Some impact to address the main causes	Some impact on protecting and enhancing the natural environment	Some positive impact
1	Minor improvement to the reliability of journey times	Minor reduction	Minor positive impact	Minor positive impact	Minor positive impact	Minor impact to address the main causes	Minor positive impact on protecting and enhancing the natural environment	Minor positive impact
0	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
-1	Minor negative impact on the reliability of journey times	Minor increase	Minor negative impact	Minor negative impact	Minor negative impact	Minor negative impact on addressing the main causes	Minor negative impact in terms of protecting and enhancing the natural environment	Minor negative impact
-2	Some negative impact on the reliability of journey times	Some increase	Some negative impact	Some negative impact	Some negative impact	Some negative impact on addressing the main causes	Some negative impact in terms of protecting and enhancing the natural environment	Some negative impact
-3	Significant negative impact on the reliability of journey times	Significant increase	Significant negative impact	Significant negative	Significant negative	Significant negative impact on addressing the main causes	Significant negative impact in terms of protecting and enhancing the natural environment	Significant negative

Appendix 3 Schemes not proposed for funding

TIP ID	District	Scheme Location	Scheme Description	Funding gap	TOTAL SCORE (MAX +12)
702	Huntingdonshire	St Neots Eaton Ford, Great North Road, Cycle Route 4	Widen footway between Lowry Road & Queens Gardens	£450,000	3.75
167	City / South Cambs	Along A1307, between Linton Village College and Pampisford Road, Great Abington	Cycleway Improvement including new crossing of the A1307 to enable commuters to safely access Granta Park	£400,000	3.625
363	Fenland	Wimblington, B1101 March Road, between 40mph signs (just south of A141 roundabout) and Honeymead Rd	Cycleway improvement	£200,000	3.625
473	East Cambs	Cycle / pedestrian underpass associated with Ely Southern Bypass	In order to facilitate the Ely- Stuntney-Soham cycle route (Ely - Stuntney section to be delivered alongside the Ely Southern Bypass)	£250,000	3.625
726	Huntingdonshire	High Street and Town Centre	Review signal timings, adjust kerbs/tactile paving, relocate bus shelter, remove some parking bays, improve uncontrolled crossing points and widen footways where appropriate. To include High Street, Market Square, South Street, Brook Street, Tebbuts Road and Church Street.	£64,500	3.625
142	City / South Cambs	Long Road, between footpath that links to Whitwell Way and Branch Road, Comberton	New Cycleway	£360,000	3.5
170	City / South Cambs	A1301 Sawston Bypass western side, between Cambridge Road and Mill Lane	New Cycleway	£360,000	3.5
29	City / South Cambs	Link, between Darwin Green and Histon Road via Cambridge Squash Club access	Footway / Cycleway improvement & new crossing	£200,000	3.5
424	Fenland	Whittlesey, A605	Footway/ Cycleway improvement	£5,000	3.375
500	East Cambs	Little Thetford - Speeding Issues on A10	Review of 50mph limit	£100,000	3.375
307	Huntingdonshire	Stukeley Meadows to Town Centre	Cycling and Walking	£200,000	3.25
364	Fenland	Wimblington, B1101 March Road / Doddington Rd, between Honeymead Rd and B1093 Old Station Way	Cycleway improvement	£200,000	3.25
728	Huntingdonshire	Little Paxton	New footway linking to Nature Reserve from High Street. New and improved crossings in other parts of the village, including (Mill Lane, Little Paxton Lane and Gordon Road)	£108,000	3.25
306	Huntingdonshire	The Stukeleys to Stukeley Meadows	Cyclway provision	£480,000	3.25
143	City / South Cambs	Existing footpath link, between Long Road and Main Street, Hardwick	New Cycleway	£380,000	3.125
183	City / South Cambs	B1049 Twenty Pence Road, between Lockspit Hall Drove (Smithy Fen) and existing path opposite All Saints Church, Cottenham	New Footway	£200,000	3.125
308	Huntingdonshire	Alconbury Weald to Town Centre	Cycling and Walking	£400,000	3.125
353	Fenland	March, SW City Road , to NW entrance of police station	Footway improvement	£3,000	3.125
129	City / South Cambs	Junction of Barton Road with Grantchester Street / Driftway	Pedestrian crossing improvement	£300,000	3
141	City / South Cambs	Existing footpath link, between Whitwell Way, Coton and Long Road (between Hardwick and Comberton)	New Cycleway	£420,000	3
171	City / South Cambs	Whittlesford to Whittlesford Parkway Railway Station via Duxford Road / Station Road West	Cycleway / Footway Improvement	£300,000	3
256	City / South Cambs	• 1.96km new bridleway links from Northstowe to Willingham, mostly upgrading of existing tracks. Cost £133k.	Cycleway Improvement	£133,000	3
257	City / South Cambs	• 2.31km new bridleway link avoiding road from Longstanton to Swavesey. Connecting footpath linking to Ramper Road to be raised to bridleway status. Route generally follows boundaries to avoid creating cross-field route. Cost £154k.	Cycleway Improvement	£154,000	3
286	Huntingdonshire	St Neots, public footpath 32	Cycling and Walking	£16,000	3
641	City / South Cambs	Between Crafts Way (Bar Hill Perimeter Road), Bar Hill and Oakington Road, Dry Drayton, following edge of the Golf Course	New Cyclepath	£270,000	3
121	City / South Cambs	Madingley Road, between Queen's Road and M11	Cycleway Improvement	£500,000	2.875
144	City / South Cambs	B1046, between Long Road, Comberton and Comberton Village College	New shared use footway / cycleway or traffic calming	£390,000	2.875
312	Huntingdonshire	Godmanchester to Town Centre	Cycling and Walking	£35,000	2.875
371	Fenland	March, A141, Peas Hill roundabout to Hostmoor Avenue (east side), Hostmoor Avenue to petrol station (south)	Cycleway improvement	£70,000	2.875

Appendix 3 Schemes not proposed for funding

TIP ID	District	Scheme Location	Scheme Description	Funding gap	TOTAL SCORE (MAX +12)
42	City / South Cambs	Citybound cycle lane on Girtton Road, between junctions with Thornton Road and Huntingdon Road, to tie into new cycleway on Huntingdon Road	Cyclway Improvement	£250,000	2.75
198	City / South Cambs	Public Right of Way Footpath 160/9, between Meldreth Railway Station and Station Road, Melbourn via underpass under the A10	Upgrade footpath to Cycleway	£150,000	2.75
208	City / South Cambs	Between High Street, Grantchester and Grantchester Meadows, Newnham	Cycle Route Improvement	£320,000	2.75
270	Huntingdonshire	St Ives, Marley Road	Traffic Management Scheme	£150,000	2.75
313	Huntingdonshire	Brampton to Town Centre	Cycling and Walking	£70,000	2.75
421	Fenland	Whittlesey, Hereward Way and Nene Way	Footway/ Cycleway improvement	£10,000	2.75
430	Fenland	Whittlesey, Rail Station, vicinity	Public Transport Scheme	£3,000	2.75
478	East Cambs	Littleport Improved cycle and pedestrian access	Creation of new circular pedestrian route to the north, south and east of Littleport	£500,000	2.75
10	City / South Cambs	Cycle Link, between Milton Road at junction with Guided Busway and Cowley Road, outbound	Cycleway Improvement	£120,000	2.75
173	City / South Cambs	Shelford Cycleway, between Dame Mary Archer Way and Chaston Road, Great Shelford	Cycleway Improvement	£500,000	2.625
361	Fenland	March, Town Centre	Footway improvement	£20,000	2.625
370	Fenland	March, B1099, Wisbech Road, Peas Hill roundabout to Marylebone Road	Cycleway improvement	£15,000	2.625
375	Fenland	Throughout March	Cycle signage	£2,000	2.625
376	Fenland	March, NCN Route 63 between Whitemoor Prison and Twenty Foot Road	Cycleway improvement	£250,000	2.625
377	Fenland	March, NCN Route 63 between Twenty Foot Rd and Long Drove	Cycleway improvement	£225,000	2.625
461	East Cambs	Cycle route Lynn Rd- High Barns	via New Barns Avenue (Options - on rd. lane, shared use path)	£250,000	2.625
483	East Cambs	Soham Town Cycling network	Hall St Pratt St High St Paddock St Townsend Rd Sand St to connect with Fordham Rd (Options on-road label, shared use path)	£500,000	2.625
709	Huntingdonshire	Mill Hill Road	Cycle/ped imps	£200,000	2.625
716	Huntingdonshire	Longsands Road	Footway improvements	£120,000	2.625
184	City / South Cambs	Footbridge alongside Rampton Road, between Rampton and Cottenham	New footbridge	£100,000	2.5
189	City / South Cambs	B1049 Histon Road, Cottenham: between High Street and Appletree Close	New Cycleway	£250,000	2.5
192	City / South Cambs	B1049 Cambridge Road, Impington: at the junction with Cambridge Road or by the Coppice Path	Pedestrian and cycle crossing improvement	£100,000	2.5
258	City / South Cambs	1.39km new bridleway links to Boxworth and RoW network to South West of A14	Cycleway Improvement	£80,000	2.5
267	Huntingdonshire	St. Ives key locations	Bus Stop Infrastructure Improvements	£200,000	2.5
429	Fenland	Whittlesea Railway Station	Improve facilities at railway station	£20,000	2.5
503	East Cambs	Lode - Pedestrian/Cycle improvement	Cycle route between Ouy and Lode for commuter to Cambridge (investigate opportunity for improvements to NCN 11 but also options for B1102 segregated cycle route or shared use ped/cycle path)	£150,000	2.5
514	East Cambs	Swaffham Bulbeck - Pedestrian crossing	Denny to the High Street	£50,000	2.5
640	City / South Cambs	Ickleton Road, between Hexcel site access, Duxford and Ickleton	New cyclepath	£480,000	2.5
727	Huntingdonshire	Eynesbury - Town Centre	To include improved tactile paving, guard railing, new signs and maintenance where appropriate. To include St Mary's Street, Berkley Street and Barford Road.	£23,700	2.5
236	City / South Cambs	Along alignment of Longstanton Road ('Old Airfield Road') between Longstanton and Oakington	New Cycleway and Footway	£450,000	2.375

Appendix 3 Schemes not proposed for funding

TIP ID	District	Scheme Location	Scheme Description	Funding gap	TOTAL SCORE (MAX +12)
255	City / South Cambs	upgrade to track (Reynolds Drove) between Rampton and CGB.	Cycleway Improvement	£80,000	2.375
336	Huntingdonshire	Many bus stops around Ramsey	Installation of RTPI display screens	£27,000	2.375
337	Huntingdonshire	Ramsey Library	Real Time Bus Information Display	£36,000	2.375
378	Fenland	March, Whole of the strategy area	Cycle Parking	£5,000	2.375
416	Fenland	Whittlesey, Hallcroft Road and West End	Footway / Cycle Crossing Improvement and Urban Realm Improvement	£100,000	2.375
426	Fenland	Whittlesey, Orchard Street, Gracious Street	Footway/ Cycleway improvement	£25,000	2.375
447	Fenland	Chatteris, Park Street/ East Park Street junction	Pedestrian Crossing Improvement	£6,000	2.375
472	East Cambs	Broad St/Back Hill junctions changes	Safety improvements	£250,000	2.375
603	City / South Cambs	Girton: Girton Road, southbound, south of junction with Wellbrook Way	Bus Stop Improvement	£29,000	2.375
665	Fenland	Whittlesey, Eastrea Road	Public Transport Improvement	£20,000	2.375
719	Huntingdonshire	Great North Road (Little Paxton)	Widen footway/create shared use facility	£200,000	2.375
328	Huntingdonshire	Main approaches to the ring road	Parking Scheme	£15,000	2.25
401	Fenland	Wisbech, Waterlees Ward: Bath Rad/ St Michaels Avenue/ Ollard Avenue	Local Highways Improvements	£500,000	2.25
403	Fenland	Wisbech, near schools	Local Highways Improvements	£10,000	2.25
465	East Cambs	Additional cycle parking provision Stands in the corner along the edge of the Market Square in the corner opposite the war memorial Stands on market place and other locations Additional stands in the Cloisters area and other locations		£10,000	2.25
477	East Cambs	Littleport town centre streetscape improvements	Improvements to Main St, Granby St, Hitches St, Globe Lane and Crown Lane Signage Street Lighting Kerb level Information panels Benches	£500,000	2.25
486	East Cambs	Cycle route: Soham to Wicken Fen	Options Off Rd route connecting to NCN 11 links to Soham to Ely Scheme. Consider routeing via Upware	£500,000	2.25
498	East Cambs	Little Downham - Cycle improvement	Improve bridleway to create cycle route from Little Downham to Ely (investigate opportunities for improvements to NCN 11) or upgrade existing footway alongside B1211 to shared use.	£500,000	2.25
516	East Cambs	Swaffham Bulbeck - Walking improvement	Investigate feasibility for permissive pedestrian paths around the village	£25,000	2.25
713	Huntingdonshire	Station Road	Improve pedestrian crossing facilities	£15,000	2.25
723	Huntingdonshire	Cycle Route 12	Footpath / Cycleway Improvements	£35,000	2.25
TBC	Huntingdonshire	A1198 Wood Green to Godmanchester	Cycling/walking shared use path	TBC	2.25
139	City / South Cambs	B1046 New Road, Barton: between Kings Grove and bus stop to the east of Hines Close (where existing cycle path ends)	New shared use footway / cycleway or traffic calming	£150,000	2.125
253	City / South Cambs	· Rampton to Willingham cycle route alongside road. £450K	New Cycleway	£450,000	2.125
311	Huntingdonshire	Godmanchester to Town Centre: Post Street, Causeway, NCN51, Cambridge Road	Traffic Calming; Cycling and Walking improvements	£100,000	2.125
379	Fenland	March, cycle routes in and around March	Cycle map and brochure	£5,000	2.125
385	Fenland	March, Railway Station	Public Transport Infrastructure	£5,000	2.125
419	Fenland	Whittlesey, strategy area	Walking and Cycling Map	£5,000	2.125
427	Fenland	Whittlesey, key locations in Whittlesey	Cycle Parking	£10,000	2.125
452	Fenland	Chatteris, strategy area	New Cycle Map	£10,000	2.125
515	East Cambs	Swaffham Bulbeck - Traffic calming through village		£150,000	2.125
705	Huntingdonshire	Huntingdon Street	Pedestrian improvements	£12,000	2.125

Appendix 3 Schemes not proposed for funding

TIP ID	District	Scheme Location	Scheme Description	Funding gap	TOTAL SCORE (MAX +12)
707	Huntingdonshire	Huntingdon Road	Pedestrian improvements	£40,000	2.125
708	Huntingdonshire	Crosshall Road	Pedestrian improvements	£12,000	2.125
714	Huntingdonshire	Hawkesden Road	Footway improvements	£16,000	2.125
717	Huntingdonshire	Cromwell Road	Footway improvements	£120,000	2.125
718	Huntingdonshire	Cambridge Road	Pedestrian improvements	£17,500	2.125
67	City / South Cambs	Radegund Road / Davy Road, between Perne Road and Rustat Road	Cycleway Improvement	£360,000	2
240	City / South Cambs	Between Oakington and Girton	Cycle Route Improvement	£450,000	2
282	Huntingdonshire	St Neots, Cromwell Road near Henbrook Road	Cycling and Walking	£5,000	2
283	Huntingdonshire	St Neots Railway Station	New Bus Real Time Passenger Information display	£15,000	2
284	Huntingdonshire	St Neots, Cambridge Road	New Real Time Passenger Information Displays	£15,000	2
309	Huntingdonshire	Oxmoor to Town Centre	Cycleway improvement	£60,000	2
314	Huntingdonshire	Key existing walking routes	Walking Scheme	£100,000	2
341	Huntingdonshire	Maltings, to the High Street, Ramsey	Walking and Cycling schemes	£395,000	2
342	Huntingdonshire	On road route from The Maltings to Tesco, Ramsey	Walking and Cycling schemes	£345,000	2
410	Fenland	Wisbech, key areas in Wisbech	New Cycle Parking	£15,000	2
481	East Cambs	Soham- Improvements to town centre bus stops	Service 12, 117 Stop opposite Brook Dam Lane Stop near the Birches	£25,000	2
525	East Cambs	Witchford - Walking improvement Pedestrian path on Grunty Fen Rd from Main Street	Continue 1m surfaced footway at Frunty Fen Road to off Scenes Drove	£100,000	2
668	Fenland	Chatteris, key locations in the town centre	New Cycle Stands	£5,000	2
703	Huntingdonshire	St Neots, Cambridge Street	Pedestrian crossing and access improvements	£130,000	2
254	City / South Cambs	Improvements to link at Windmill Hill between CGB and Over Road. £150K	Cycleway Improvement	£150,000	1.875
279	Huntingdonshire	St Ives, key locations	Improved pedestrian crossing facilities	£250,000	1.875
315	Huntingdonshire	Key existing walking routes	Walking Scheme	£100,000	1.875
349	Fenland	March, Estover Road, between Elm Road and entrance to playing fields	Footway improvement	£30,000	1.875
354	Fenland	March, 'Old Railway Path', across Stow Fen	Footway improvement	£75,000	1.875
417	Fenland	Whittlesey, A605 roundabout at Broad Street/ Orchard Street/ Whitmore Street	Footway / Cycle Crossing Improvement	£75,000	1.875
418	Fenland	Whittlesey, Cemetery Road / Blunts Lane / A605 roundabout	Footway / Cycle Crossing Improvement	£75,000	1.875
524	East Cambs	Willburton - Safety improvement - Carpond Lane / School- dangerous driving / parking signage - lining		£25,000	1.875
704	Huntingdonshire	New Street	Speed reduction measures	£50,000	1.875
43	City / South Cambs	Cycle crossing and off-road cycleway on western side of Girton Road, to enable cyclists to access the existing toucan crossing on Huntingdon Road to the west of the junction with Girton Road	Cycle improvement	£50,000	1.75
238	City / South Cambs	Rampton to Northstowe, via Reynold's Drove between Rampton Road and Cuckoo Lane	Upgrade footpath to Cycleway	£300,000	1.75
249	City / South Cambs	Oakington crossroads signal upgrade and slight widening of junction to improve capacity. £150K	Junction Improvement	£150,000	1.75
369	Fenland	St Peter's Road B1099, to the west of junction with Eastwood Avenue and Elwyn Road	Pedestrian and Cycle Crossing	£75,000	1.75
420	Fenland	Whittlesey, A605, Belmans Road and Victory Avenue	Footway/ Cycleway improvement	£100,000	1.75
428	Fenland	Whittlesey, key locations in Whittlesey	Cycle infrastructure improvement	£10,000	1.75
517	East Cambs	Swaffham Bulbeck- cycle route from Lode/Swaffham Bulbeck to Swaffham Prior	continuation of off-road route into Swaffham Prior	£500,000	1.75
518	East Cambs	Upware - Cycle route to Wicken and along the river to Waterbeach		£500,000	1.75

Appendix 3 Schemes not proposed for funding

TIP ID	District	Scheme Location	Scheme Description	Funding gap	TOTAL SCORE (MAX +12)
520	East Cambs	Wicken - Cycle improvement- cycle route between Wicken and Soham via Downfields and Drury Lane		£500,000	1.75
701	Huntingdonshire	High Street (St Neots)	Pedestrian improvements	£12,000	1.75
724	Huntingdonshire	Keys Walk	Footpath / Cycleway Improvements	£6,000	1.75
70	City / South Cambs	Cherry Hinton Road, between Perne Road / Mowbray Road and Walpole Road	Cycleway Improvement	£443,538	1.625
145	City / South Cambs	B1046, between Comberton Village College and Hardwick Road, Toft	Cycleway improvement	£390,000	1.625
251	City / South Cambs	Rampton to Cottenham widening of existing path alongside road £450K	Cycleway Improvement	£450,000	1.625
310	Huntingdonshire	Wyton to Hartford to Town Centre	Cycleway Improvement	£350,000	1.625
356	Fenland	March, Shepperon's Bridge	Footway/ Cycleway improvement	£35,000	1.625
433	Fenland	Whittlesey, Rail Station	Public Transport Scheme	£350,000	1.625
501	East Cambs	Little Thetford - Traffic calming measures	At the junction of the village with the A10	£500,000	1.625
513	East Cambs	Sutton - Road Safety- installation of Pelican crossing near school and the Brook		£75,000	1.625
648	Huntingdonshire	Yaxley: Opposite Chapel Street, Broadway	Bus Stop Improvement: New Bus Shelter	£20,000	1.625
710	Huntingdonshire	Montagu Street	Raised table at existing crossing point	£12,000	1.625
271	Huntingdonshire	St Ives, Burstellers and The Pound	Traffic Management Scheme	£180,000	1.5
276	Huntingdonshire	St Ives, bus station and key locations	New Cycle Parking Facilities	£20,000	1.5
281	Huntingdonshire	St Neots, key locations	New cycle parking	£35,000	1.5
285	Huntingdonshire	St Neots, St Neots Road, route 3 and route 2	Cycling and Walking	£150,000	1.5
352	Fenland	March, Station Road, in vicinity of County Road	Footway improvement	£20,000	1.5
355	Fenland	March, River paths, east of March	Footway improvement	£25,000	1.5
502	East Cambs	Little Thetford - Foot/cycle path extensions	Required in the Wyches from the cemetery to A10 (may require land take) and between Little Thetford and Stretham	£500,000	1.5
711	Huntingdonshire	Priory Hill Road	Slope stabilisation and edge protection, plus ped imps	£32,500	1.5
715	Huntingdonshire	Kimbolton Road	Parapet upgrade	£150,000	1.5
88	City / South Cambs	Bridge Street, between Round Church Street and Jesus Lane	Corridor Improvement	£350,000	1.375
278	Huntingdonshire	St Ives, A1123 Crossing	Improved pedestrian and cycle crossing	£80,000	1.375
381	Fenland	March, B1099 Upwell Rd, in vicinity of junction with Cavalry Drive	Road safety measures	£50,000	1.375
434	Fenland	Whittlesey, strategy area	Traffic Management Scheme	£20,000	1.375
436	Fenland	Whittlesey, Stonald Road	Safety	£1,000	1.375
706	Huntingdonshire	Huntingdon Road	Relocate pedestrian crossing	£80,000	1.375
210	City / South Cambs	Steps from Long Road Bridge to CGB cycle route	Pedestrian Improvement	£300,000	1.25
222	City / South Cambs	Newmarket Road, junction with Stanley Road and B&Q access	Junction Improvement	£500,000	1.25
431	Fenland	Whittlesey, Rail Station	Public Transport Scheme	£350,000	1.25
437	Fenland	Whittlesey, Sir Harry Smith Community College	Safety	£2,000	1.25
468	East Cambs	Pedestrian and cycle link (bridge) to connect Summer Hayes (off Henley Way) to Merivale Way	Bridge between Henley Way and Merivale Way- Linking tow large housing developments and connecting into the Lisle Lane route. This route would also connect up the Ely North	£250,000	1.25
469	East Cambs	Cycle Route St Johns Rd- Tower Court Area		£250,000	1.25
720	Huntingdonshire	Riverside Park	Improvements to paths/cycle routes	£445,000	1.25
722	Huntingdonshire	Hen Brook	Improvements to paths/cycle routes	£114,000	1.25

Appendix 3 Schemes not proposed for funding

TIP ID	District	Scheme Location	Scheme Description	Funding gap	TOTAL SCORE (MAX +12)
729	Huntingdonshire	Eaton Socon	Extend westbound footway towards A1 (Bushmead Road), upgrade crossing facilities and reduce vehicle parking on Nelson Road and new kerbing and tactile paving and fence on Barford Road pocket park	£50,000	1.25
81	City / South Cambs	Path north of the railway line between High Street, Cherry Hinton and Yarrow Road	Footway / cycleway Improvement	£400,000	1.125
346	Huntingdonshire	Key locations around Ramsey town centre	New Cycle Map	£5,000	1.125
359	Fenland	March, Gault Bank	Footway improvement	£40,000	1.125
365	Fenland	March, Gaul Rd recreation ground, between Ellingham Avenue cut-through and NE corner of field	Cycleway improvement	£70,000	1.125
366	Fenland	March, West End Park, between The Chase and The Brewin Chase	Cycleway improvement	£70,000	1.125
432	Fenland	Whittlesey, Rail Station	Public Transport Scheme	£500,000	1.125
463	East Cambs	Cycle route High Barns - New Barns	Options on-rd., shared use path	£250,000	1.125
464	East Cambs	Cycle route High Barns estate/Lynn Rd crossings	Options on-rd., shared use path	£250,000	1.125
467	East Cambs	Cycleway Route along Cam Drive connecting Kings Ave to Lynn Rd		£500,000	1.125
671	Fenland	Chatteris, Eastwood to town centre and High Street	Cycleway Improvement	£100,000	1.125
68	City / South Cambs	Mill Road, junction with Coleridge Road	Pedestrian crossing improvement	£200,000	1
351	Fenland	March, Nightall Drive to Marvic Road	Footway improvement	£100,000	1
425	Fenland	Whittlesey, Horsegate Lane	Cycleway Improvement	£20,000	1
667	Fenland	Chatteris, King Edward Road	Footway improvement	£50,000	1
330	Huntingdonshire	Huntingdon, Town Bridge	Traffic Management Scheme	£40,000	0.875
358	Fenland	March, Nene North Bank Gap	Footway improvement	£25,000	0.875
397	Fenland	Wisbech, Peatlings Lane and West Parade residential areas	Local Highways Improvements	£11,000	0.875
423	Fenland	Whittlesey, McCains site	Cycleway Improvement	£100,000	0.875
712	Huntingdonshire	Station Road	Convert cycle track from segregated to unsegregated	£85,000	0.875
331	Huntingdonshire	Ring Road	Traffic Management Scheme	£75,000	0.75
357	Fenland	West of March, Burrowmoor Road loop	Footway improvement	£25,000	0.75
670	Fenland	Chatteris, St Martins Road	Footway improvement	£50,000	£1
672	Fenland	Chatteris, West Park Street	Traffic Calming	£9,900	0.75
725	Huntingdonshire	FP 56 (St Neots Road to Peppercorn Lane - "Back Path")	Footpath / Cycleway Improvements	£425,000	0.75
362	Fenland	March, Creek Road level crossing	Footway improvement	£250,000	0.625
669	Fenland	Chatteris, Bridge Street	Footway improvement	£6,000	0.625
250	City / South Cambs	Cambridge Rd New Rd (south of Oakington) roundabout with cycle crossings. 250K	Junction Improvement	£250,000	0.375
272	Huntingdonshire	St Ives, Ramsey Road, near The Furrow	Traffic Management Scheme	£43,000	0.375
274	Huntingdonshire	St Ives to Holywell and Needingworth, route 10	Walking and Cycling schemes	£20,000	0.375
360	Fenland	March, A141, eastern side of Bridge over railway	Footway/ Cycleway improvement	£2,000	0.375
490	East Cambs	Burwell - Safety Improvement Signage on Newham Lane/Pantile Lane/Castburn Lane		£25,000	0.375
435	Fenland	Whittlesey, New Road Primary School	Sustainable Transport Schemes	£7,602	0.25
476	East Cambs	Improve access and parking provision at Littleport Station	Additional car and cycle parking; improve access for all users	£500,000	0.25
450	Fenland	Chatteris, Prospect Way	Footway improvement	£500,000	0
666	Fenland	Whittlesey, Stonald Road	Public Transport Improvement	£20,000	-1.875

CAMBOURNE WEST PLANNING APPLICATION - DRAFT S106 HEADS OF TERMS

To: **Economy and Environment Committee**

Meeting Date: **16th December 2016**

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

Electoral division(s): **Bourn**

Forward Plan ref: **2016/064** *Key decision:* **Yes**

Purpose: **To consider the draft Section 106 Heads of Terms for Cambourne West and approve the draft prior to determination of the planning application by South Cambridgeshire District Council.**

Recommendation: **The Committee is requested to:**

- a) Receive an update on the outline planning application progress;**
- b) Consider and approve the draft S106 Heads of Terms set out in appendix 2; and**
- c) 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 draft Heads of Terms.**

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1 Cambourne is a new settlement in South Cambridgeshire situated between Cambridge and St Neots on the A428 Corridor. It comprises of three villages, Great Cambourne, Lower Cambourne and Upper Cambourne and is home to approximately 10,000 residents.
- 1.2 The draft South Cambridgeshire District Council (SCDC) Local Plan makes a further allocation of 1,200 dwellings (Policy SS/8: Cambourne West) on 49.3 hectares of land to the west of Cambourne. The Local Plan is currently at the Public Examination stage.
- 1.3 In parallel to the Local Plan process, the developer consortium for the main settlement (MCA Developments Ltd) has submitted an outline planning application (reference S/2903/14/OL) to South Cambridgeshire District Council in November 2014. This application is for up to 2,350 dwellings on 147.25 hectares of land west of Cambourne. The planning application also provides land for two new primary schools and one new secondary school as well as a range of other facilities such as community facilities, sport, recreation, retail and employment.
- 1.4 Appendix 1 contains the location plan and site boundary of Cambourne West. The complete planning application can be accessed at the link below:

<http://plan.scambs.gov.uk/swiftlg/apas/run/WPHAPPDETAIL.DisplayUrl?theApnID=S/2903/14/OL>
- 1.5 The Economy and Environment Committee at its meeting on 21st April 2015 considered an officer response to the outline planning application. This broadly supported the proposals contained in the planning application subject to the conclusion of an appropriate s106 agreement.
- 1.6 In the response to SCDC, the County Council sought the provision of the following infrastructure and services to be secured through planning obligations:
 - i. Land for up to two primary schools and a secondary school, including capital contributions;
 - ii. Off-site highway works, public transport, new bus shelters, improving off-site pedestrian and cycle routes and implementation of a full Travel Plan;
 - iii. Libraries and lifelong learning;
 - iv. Strategic waste; and
 - v. Community, children and social care provision.
- 1.7 The Committee also endorsed two holding objections relating to transport and archaeology which were subject to the applicant submitting further information, assessment and providing details of mitigation for the potential impacts.

- 1.8 The applicant submitted an amended application in November 2015 and Officers provided a further response to these amendments.
- 1.9 In parallel to the amended planning application, negotiations on the Section 106 Heads of Terms, together with a viability assessment, have been undertaken jointly between the applicant, SCDC and the County Council.

2. MAIN ISSUES

Viability Assessment

- 2.1 Planning Obligations, commonly known as Section 106 agreements, assist in mitigating the impact of unacceptable development and may only be secured if they meet the statutory tests set out in the Community Infrastructure Levy Regulations (2010). To comply with these tests planning obligations must be:
- 1) Necessary to make the development acceptable in planning terms;
 - 2) Directly related to the development; and
 - 3) Fairly and reasonably related in scale and kind to the development.
- 2.2 The Government's policy on planning obligations is set out in the National Planning Policy Framework. The scale of planning obligations should not be such that they threaten the ability of the development to be delivered viably, taking into account normal costs of development and mitigation and providing a competitive return for the landowner and developer.
- 2.3 The developer has run a viability model to determine if the development, with full planning obligations and 40% affordable housing provision, would generate sufficient incentive to develop the site.
- 2.4 Outputs from the model indicate that in the current market a fully policy compliant Section 106 package of measures is not viable. This has been verified by consultants acting on behalf of the local authorities. Therefore, working with the applicant and SCDC, measures such as a reduction of affordable housing provision from 40% to 30% has been considered along with a revised s106 package of measures.

Draft Section 106 Heads of Terms

- 2.5 Infrastructure provided or facilitated by the County Council has remained largely unchanged through this process, since items such as schools, transport and community infrastructure provision are necessary to make the development acceptable in planning terms. Based on the agreement reached between the parties, Table 1 overleaf highlights the main County Council infrastructure items where a direct contribution will be received.

Table 1: Draft Section 106 – County Council Contributions

Item	Contribution
2 x 2 Form of Entry Primary Schools (420 places each)	(£8,630,000 per primary school) £17,260,000
Primary school revenue	£80,000
Secondary school	(based on £26,013 per place) £14,809,852
Special Education Needs	£1,988,000
Children's Centre	£115,000
Library Contribution	£388,930
Bus service revenue support	£1,200,000
A428 Madingley Road Bus Priority (contribution to City Deal scheme)	£8,700,000
Walking/cycle links within Cambourne	£610,000
Bus link to Broadway	£305,000
Travel Plan coordinator and monitoring	£237,500
Travel Plan measures	£470,000
Household Waste Recycling Centre	£425,350
Community health and development workers and CFA services	£666,880

- 2.6 In addition there will also be a range of transport mitigations included in the Section 106 that the developer will provide as works in kind. These include:
- Sheepfold Lane and A1198 access works; and
 - Off-site access mitigation.
- 2.7 The policy requirement for affordable housing is 40%. However as a consequence of the viability and the scale of other planning obligations necessary to make the development acceptable the affordable housing requirement has been reduced to 30%.
- 2.8 The complete agreed Section Heads of Terms are set out in Appendix 2.

Outstanding Matters

Holding Objections

- 2.9 The archaeological implications of the development were the subject of an objection to the planning application. This was made on the grounds that the impact of the development on heritage assets of archaeological significance had not been adequately assessed and that the requirements for mitigation of the impact had not been defined. The Historic Environment Team has since advised that the outstanding mitigation matters can be secured by planning condition and therefore the holding objection has been withdrawn.
- 2.10 A holding objection was also made to the application on transport grounds. This was based on the requirement for the applicant to provide additional information to understand the transport impact of the development and determine the most appropriate mitigation. This further information has been provided and has led to the development of a range of mitigation measures, including items included in the Heads of Terms and further design enhancements. The extant transport matters have passed the relevant Safety Audit necessary to proceed to planning committee. This overcomes the Highway Authority's objection on the grounds of highway safety, subject to suitable conditions and/or provisions within the S106 agreement. The objection has been withdrawn.

Next Steps

- 2.11 The County Council has been asked to confirm to SCDC its agreement to the draft Section 106 Heads of Terms ahead of the planning committee when the application will be determined. Following the Planning Committee, and assuming it resolves to grant planning permission, Officers will commence detailed negotiations of the Section 106 agreement based on the agreed Heads of Terms.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The development will provide employment and retail opportunities to benefit the local economy for all.

3.2 Helping people live healthy and independent lives

The application provides a range of measures to promote healthy lives, including sport, play and leisure uses.

3.3 Supporting and protecting vulnerable people

Contributions towards community health and development workers are being sought to help support vulnerable people whilst the new community is being established.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

A development of this scale will inevitably place additional demands on Council services. Through the negotiations undertaken to date the impact of this additional demand has been mitigated insofar as the planning process can secure mitigation.

4.2 Statutory, Risk and Legal Implications

Officers of the County Council and the Local Planning Authority are satisfied that the Section 106 contributions sought comply with the statutory tests for planning obligations.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The planning application has been consulted upon in accordance with statutory processes governing planning applications.

4.5 Localism and Local Member Involvement

Members are involved through the statutory planning consultation process

4.6 Public Health Implications

The proposed contribution towards community health and development has been negotiated to mitigate potential negative impacts on early residents of the development. Without these contributions there is a risk that appropriate services to vulnerable people may not be delivered.

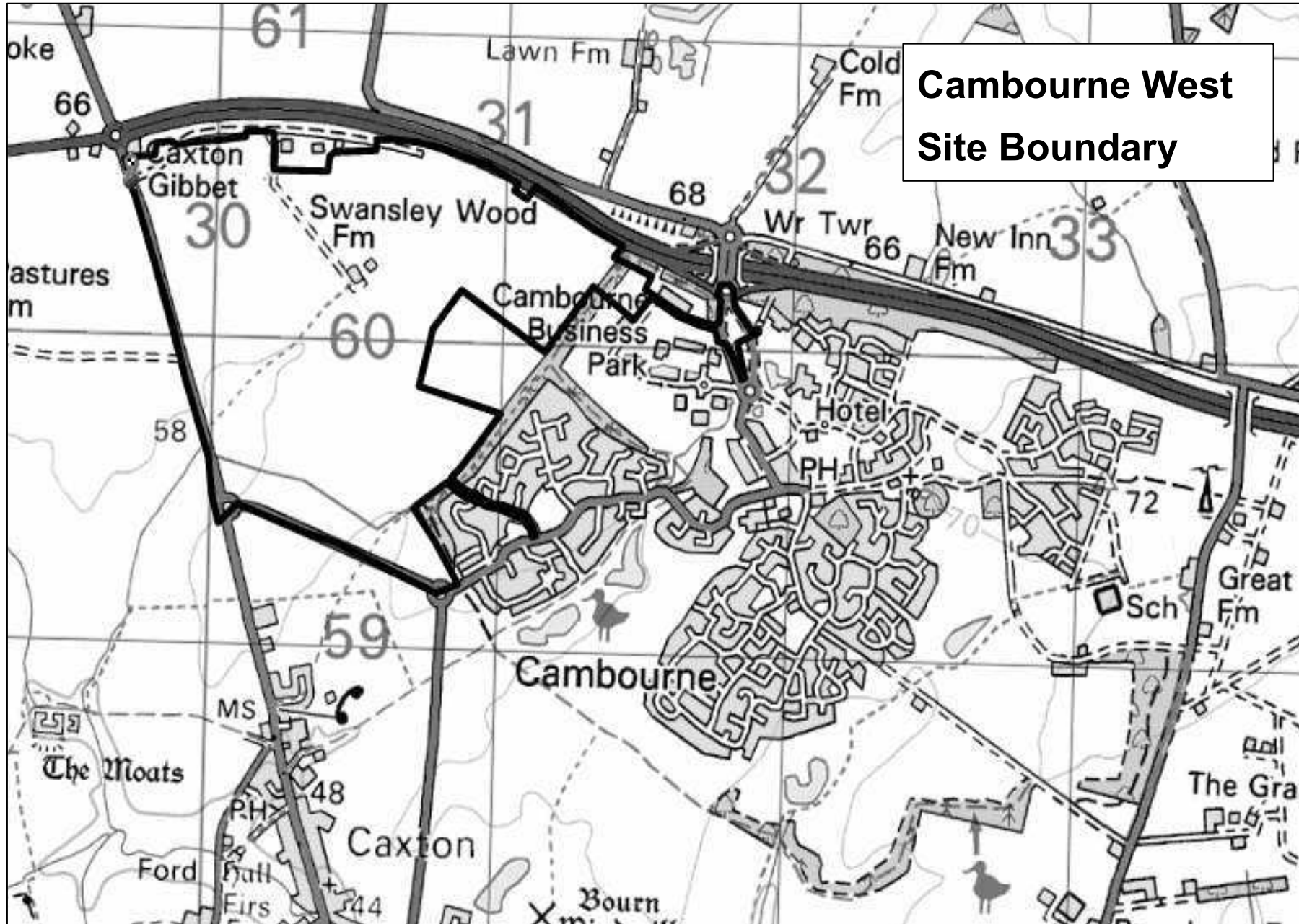
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes or No Name of Financial Officer: Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes or No Name of Legal Officer: Fiona McMillan
Are there any Equality and Diversity 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: Mark Miller
Are there any Localism and Local Member involvement issues?	Yes or No Name of Officer: Paul Tadd
Have any Public Health implications been cleared by Public Health	Yes or No Name of Officer: Tess Campbell

Source Documents	Location
Planning application documents	Room 305, Shire Hall, Cambridge

**Cambourne West
Location Plan**

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Appendix 1



Appendix 2 - Cambourne West s106 Heads of Terms (SCDC Infrastructure Greyed Out)

	Planning Obligation	Details of obligation	Cost	Trigger
	Affordable Housing			
1	Policy requirement	Minimum of 40% of all accommodation on site to be affordable.		Phased throughout the development
	Education			
2	Secondary education	Capital contribution and land. £26,013 per place.	£14,809,852	Prior to occupation of 970 th dwelling
3	Primary school capital	Capital contribution and land. 2 x 2FE Primary schools.	£17,260,000	1 st school = 10% on commencement; 65% after 12 months; and 25% after 24 months 2 nd school = 10% prior to occupation of 570 th dwelling; 65% prior to occupation of 730 th dwelling; and 25% prior to occupation of 890 th dwelling
4	Primary school revenue	Revenue funding based on previously used formula.	£80,000	First payment one term before the opening of the school and then in 12-24 month periods.
5	Provision towards special needs education	Financial contribution	£1,988,800	Prior to occupation of 330 th dwelling
6	Children's Centre	Financial contribution	£115,000	Prior to occupation of 400 th dwelling
7	Nursery	Space requirement	N/A	With provision of the Local Centre or 400 th dwelling occupation whichever the sooner.
8	Library contribution	Financial contribution	£388,929.60	Prior to occupation of 400 th dwelling

Appendix 2 - Cambourne West s106 Heads of Terms (SCDC Infrastructure Greyed Out)

	Transport/ Infrastructure			
9	Bus services	Contribution to enhanced existing bus services.	£1,200,000 (developer figure)	First payment prior to 3 rd phase of development
10	A428 Madingley Road bus priority and pedestrian and cycle improvements	In accordance with the City Deal options out for consultation.	£8,700,000	TBC in accordance with modelling outcomes
11	Sheepfold Lane/Business Park Road and A1198 access works	Timing and scale of works to be agreed. Figures of £1,331,988 and £354,000 identified in infrastructure costs.	N/A	TBC in accordance with modelling outcomes
12	Further mitigation including off-site works as yet to be identified	To be identified through modelling. Figure of £300,000 identified in infrastructure costs.	N/A	TBC in accordance with modelling outcomes
13	Improved walking and cycling links to Cambourne and surrounding villages	These include: Old A428/St Neots Road cycle lanes Cycle and pedestrian links to Caxton (from A1198 roundabout) and Papworth	£610,000 (developer figure)	TBC in accordance with modelling outcomes
14	Broadway bus link	Delivery of bus link between Sterling Way and the Broadway	£305,000	Prior to commencement
15	Travel plan monitoring	Financial contribution	£37,500	From start of the development

Appendix 2 - Cambourne West s106 Heads of Terms (SCDC Infrastructure Greyed Out)

16	Travel plan coordinator	Financial contribution	£75,000 (developer figure)	TBC
17	Travel plan measures	Financial contribution	£470,000 (developer figure)	TBC
18	Fibre optic to the home	Onsite works.	Development cost	N/A
	Open Space/Recreation			
19	Indoor sports	Financial contribution towards sports not provided on site.	£3,588,000	TBC
20	Sports pitches and pavilion	Financial contribution or delivery of facility	£598,380	TBC
21	BMX track	Financial contribution or delivery of facility	£25,000 (developer figure)	To be completed with the phasing of the A428 bunds
22	All weather athletics track	To be provided on site	£975,000	Prior to occupation of 1000 th dwelling
23	Play areas	NEAP, LEAP and LAP delivery	Development cost	TBC
24	Maintenance of public open space, play areas, sports pitches, water attenuation features and allotments	Financial contribution	£453,000 (developer figure)	TBC
	Community/Social Facilities			
25	Health Care Facility	Contribution towards securing off-site	£1,492.250 (see comments)	Prior to occupation of 800 th dwelling

Appendix 2 - Cambourne West s106 Heads of Terms (SCDC Infrastructure Greyed Out)

		infrastructure (extension of Sackville House)		
26	Community space	Financial contribution	£1,774,000	TBC
27	Space/facility for youth	Financial contribution	£500,000 (developer figure)	TBC
28	Trailer Park extension and maintenance compound land	Transfer of land	Legal fees (£10,000 - developer figure)	Prior to occupation of 500 th dwelling
29	Burial ground	Transfer of land	Legal fees (£10,000 - developer figure)	Prior to occupation of 500 th dwelling
30	Community development workers and Children Families and Adults service requests	Phased financial contributions.	£666,880	First payment on start of first dwelling, second on first dwelling occupation date or 12 months after first payment, whichever is the later, third on 100 th dwelling occupation date or 24 months after first payment whichever is the later.
31	Community Chest	Financial contribution.	£150,000	£10,000 a years after first occupation
	Waste			
32	Household waste receptacles	Financial contributions generated using £75 per house and £150 per flat.	£195,600 (developer figure)	Alongside delivery of reserved matters applications.
33	Contribution to Household Waste	The County Council require that an offsite financial contribution be made towards the provision of a	£425,350	<ul style="list-style-type: none"> •25% on occupation of the 500th dwelling •25% on occupation of the 1000th dwelling

Appendix 2 - Cambourne West s106 Heads of Terms (SCDC Infrastructure Greyed Out)

	Recycling Centre	new or upgraded HWRC facility, to support the waste requirements arising from this development in line with the RECAP Waste Guide.		<ul style="list-style-type: none"> •25% on occupation of the 1500th dwelling •25% on occupation of the 2000th dwelling
34	Bring sites	Land to be provided for two bring sites.	N/A	In accordance with the phasing of the development
35	Litter bins	Financial contribution. We need to allow £600 per bin. Dog bins are £450 each.	£16,500 (developer figure)	1 year after commencement
36	Cambourne style street lights	Obligation	N/A	TBC
	Monitoring			
37	S106 monitoring	Funding towards officer time	£15,500	TBC
38	Date of indexation	Date of agreement or resolution.	N/A	N/A
39	Archaeological display	Financial contribution	£20,000	Prior to occupation of 100 th dwelling
40	Small business/retail units	Development Cost	£500,000 (developer figure)	TBC
41	Welcome Packs	Financial contribution	£3,000	Prior to first occupation
42	Public Art	Financial contribution	£150,000	£10,000 a year from the date of first occupation

ECONOMY, TRANSPORT AND ENVIRONMENT (ETE) RISK REGISTER UPDATE

To: Economy and Environment Committee

Date: 16 December 2016

From: Executive Director, Economy, Transport and Environment

Electoral division(s): All

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

Purpose: To provide the Economy and Environment Committee with details of Economy and Environment Committee risks.

Recommendation: It is recommended that the Economy and Environment Committee notes the position in respect of the Economy and Environment Risk Register

<i>Officer contact:</i>	
Name:	Graham Hughes
Post:	Executive Director, Economy, Transport and Environment
Email:	Graham.hughes@cambridgeshire.gov.uk
Tel:	01223 715660

1. BACKGROUND

- 1.1 The ETE Risk Register was last brought to Committee in May 2016. Other risks on the ETE Register are considered by Highways, Community & Infrastructure (H&CI) Committee.
- 1.2 The E&E Risk Register is reviewed on a quarterly basis by the Economy, Transport and Environment (ETE) Strategic Risk Group. The E&E Risk Register is a comprehensive expression of the main risks that fall within the Committee's remit and mitigation is either in place, or in the process of being developed, to ensure that each risk is appropriately managed.
- 1.3 The ETE Strategic Risk Group also submits ETE Risks for inclusion on the Corporate Risk Register. These are included for consideration by Committee.

2.0 REVIEW OF ETE RISK REGISTERS

- 2.1 ETE Management team have requested a full review of the ETE Directorate and Service risk registers to coincide with the introduction of GRACE, the new system for recording risks corporately. Training on this system for officers is taking place in December and a full review of registers by the ETE Strategic Risk Group will take place following this.

3.0 E&E REGISTER AND UPDATES

- 3.1 The E&E Risk Register is presented at Appendix 1 and shows that there are ten risks. Three risks, CR 9 – 'Failure to secure funding for infrastructure', CR 22 – 'The Total Transport project fails to identify and implement affordable solutions that allow service levels to be maintained' and CR26 – 'Increasing manifestation of Busway defects' are included in the Corporate Risk Register.
- 3.2 Details of all changes and updates made to the Risk Register can be seen in Appendix 2.

4.0 DIRECTORATE RISKS

- 4.1 The table below shows the profile of risks across the Red Amber Green (RAG) range and comparison with the previous profile from the last report to Committee in May 2016.

ANALYSIS OF RESIDUAL RISKS AS AT DECEMBER 2016

	Green		Amber		Red		Total	
	May 2016	Dec 2016	May 2016	Dec 2016	May 2016	Dec 2016	May 2016	May 2016
Economy and Environment	0	0	7	7	0	0	7	7
Corporate Risks	1	0	1	3	1	0	3	3

5.0 ALIGNMENT WITH CORPORATE PRIORITIES

5.1 Developing the local economy for the benefit of all

The services covered by the Risk Register play a significant role in enabling the Council to achieve this priority. Managing risk is an important part of ensuring that those services are delivered.

5.2 Helping people live healthy and independent lives

The services covered in the Risk Register play a significant role in enabling the Council to achieve this priority. Managing risk is an important part of ensuring that those services are delivered.

5.3 Supporting and protecting vulnerable people

The services covered in the Risk Register play a significant role in enabling the Council to achieve this priority. Managing risk is an important part of ensuring that those services are delivered.

6. SIGNIFICANT IMPLICATIONS

6.1 Resource and Performance Implications

Effective risk management should ensure that the Council is aware of the risks which might prevent it from managing its finances and performance to a high standard. The Council is then able to ensure effective mitigation is in place to manage these risks.

6.2 Statutory, Risk and Legal Implications

The Risk Management process seeks to identify any significant risks which might prevent the Council from achieving its plans as detailed in the Council's Business Plan or from complying with legislative or regulatory requirements. This enables mitigation to be designed to control each risk, either to prevent the risk happening in the first place or if it does to minimise its impact on the Council.

6.3 Equality and Diversity Implications

Not directly applicable

6.4 Engagement and Consultation

The Corporate Risk Register has been subject to review by the Officer Risk Champions Group and Strategic Management Team.

6.5 Public Health

There are no significant implications in respect of Public Health.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	N/A
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	N/A
Are there any Equality and Diversity implications?	N/A
Have any engagement and communication implications been cleared by Communications?	N/A
Are there any Localism and Local Member involvement issues?	N/A
Have any Public Health implications been cleared by Public Health	N/A

Source Documents	Location
E&E Risk Register Table of updates Residual risk map	<i>ETE Policy and Business Development Room 321 Shire Hall</i>

Details of Risk					Inherent Risk			Key Controls/Mitigation	Residual Risk			Actions				
Risk No		Risk Description	Trigger	Result	Probability	Impact	Score *	Owner	Probability	Impact	Score *	Description	Action Owner	Target Date	Revised Target Date	Action Status
Corporate Risks																
CR9		Failure to secure funding for infrastructure	1. Insufficient funding is obtained from a variety of sources, including growth funds, section 106 payments, community infrastructure levy and other planning contributions, to deliver required infrastructure. This is exacerbated by the austerity measures and reduced government funding for local authorities.	1. Key infrastructure, services and developments cannot be delivered, with consequent impacts on transport, economic, environmental, and social outcomes. This could also result in greater borrowing requirement to deliver essential infrastructure and services which is unsustainable.	4	4	16	Executive Director: Economy, Transport and Environment	3	4	12	1. County planning obligation strategy being developed for district's and CCC use.	Head of Growth & Economy	Jul-16	Oct-16	G
												2. Seek Members' approval of the new Transport Investment Plan which pulls together all transport infrastructure required for growth in Cambridgeshire and to monitor funding for schemes including S106. Members sign-off will take place annually thereafter.	Head of Transport & Infrastructure Policy & Funding	Oct-16		
CR 22		The Total Transport project fails to identify and implement affordable solutions that allow service levels to be maintained.	1. The changes to services that Total Transport introduces generate a level of adverse opinion such that they prove impossible to sustain. 2. One or more individual serious incidents undermine confidence in the overall provision of the service. 3. It proves impossible to secure savings for the transport budget without incurring additional costs elsewhere (e.g. the impact on domiciliary care provision would outweigh the savings available by changing travel times). 4. The provider market proves unable or unwilling to meet the Council's requirements at an affordable rate.	1. An overall reduction in transport budgets would then result in the same amount as now being spent on meeting statutory obligations using a standalone model, meaning that non-statutory but socially necessary services (for example, community transport or local bus routes) would face withdrawal. This would contribute to social exclusion, poor take up of employment and education opportunities, and reduced quality of life.	4	3	12	Service Director, Strategy and Development	2	3	6	1. A Total Transport Member Steering Group meets bi-monthly, offering a wide range of political insight and providing a steer for the project.	Total Transport Project Officer	Nov-16	Nov-16	G
												2. A Total Transport Programme Board meets at least quarterly, bringing together Service Directors from CFA and ETE to provide strategic direction.	Transport Policy & Operational Projects Manager	Oct-16	Oct-16	
												3. A Total Transport Project Group meets monthly, bringing together Heads of Services from CFA and ETE, to consider the operational impacts and opportunities.	Transport Policy & Operational Projects Manager	Nov-16	Nov-16	
												4. A stakeholder engagement and communications strategy continues to be followed. A consultation exercise was undertaken early in 2016, to inform the proposals presented to committee. 5. A new procurement framework has been established, and work continues to engage with (potential operators). High level work is also being undertaken to explore the costs and benefits of in-house operation. 6. The Council is actively engaged with other local authorities pursuing a Total Transport agenda, and attends quarterly DfT meetings to share experience and ideas.	Total Transport Area Officer	Jan-17	Jan-17	
CR 26		Increasing manifestation of Busway defects	1. Failures of Busway bearings or movement of foundations continue and increase	1. Significant and ongoing costs to maintain the Busway or restricted operation of the Busway to the extent that it will no longer be attractive to operators or passengers.	5	5	25	Executive Director: Economy, Transport and Environment	2	5	10	1. Monitoring and inspection regime in place	Service Director Strategy and Development, ETE	Sep-16	Nov-16	G
												2. Defects have been notified to Contractor in accordance with Contract. The Contractor has failed to investigate the defects or correct the defects within the defect correction period. <u>A process is established to record defects and pass on to the Contractor.</u>				
												3. Monitoring and inspection regime in place				
												4. Independent Expert advice has been taken confirming that the defects are defects under the Contract and that a programme of preventative remedial action is required and will be cheaper overall and less disruptive in the long run than a reactive response. 5. Legal Advice has been taken confirming that the defects are defects under the contract and that the Council has a good case for recovering the cost of correction from the Contractor. 6. Retention monies held under the contract have been withheld from the Contractor and used to meet defect correction and investigation costs. 7. Funds have been set aside from the Liquidated Damages withheld from the Contractor during construction, which are available to meet legal costs 8. General Purposes Committee have resolved to correct the defects and to commence legal action to recover the costs from the Contractor 9. Initially defects are being managed on a case by case basis until the contractual issues are resolved, minimising impact on the public.				
E&E 4 Previously ETERR13	Economy and Environment	Borrowing requirement for major transport schemes	Development schemes are delayed, meaning that the County Council needs to borrow to fund major Transport Infrastructure schemes that are committed, pending recovery of funds from developers when development commences.		3	4	12	Service Director, Strategy and Development	3	3	9	1. Confirm Growth Deal funding, and Network Rail contribution to reduce borrowing for Ely Bypass. Awaiting DfT to gain ministerial sign off. Full approval is subject to final construction target cost and it not causing the VFM to fall into a lower threshold. Target cost expected Dec 2016. 2. Ely Bypass detailed design and construction Target Price to be agreed to allow commencement of construction.	Director of Strategy and Development	Jul-16	Dec-2016	G
													Director of Strategy and Development	Jan-17		
E&E 5 Previously ETERR17	Economy and Environment	Failure to deliver to the Cambridgeshire Flood Risk Management Programme including new SUDs surface water management responsibilities	Failure to fulfil statutory duties related to flood risk.	Significant reputational and financial risk.	4	4	16	Service Director, Strategy and Development	3	3	9	1. Monitor income with the introduction of fees and charges and to review April 2017	Head of Growth and Economy	Apr-17		G
E&E 6 Previously ETERR18	Economy and Environment	Failure to manage capacity, environment, safety and maintenance issues on the A14 Cambridge-Huntingdon Corridor	Delay in the delivery of the A14 Improvement Scheme.	New communities cannot be delivered in their totality, undermining their sustainability, viability and timely provision of necessary infrastructure. Unsustainable growth proposals may be granted on appeal if infrastructure constraints mean that growth cannot come forward as planned. Additional pressure and maintenance requirements on existing network. Increased road risk to current and expanding road users.	4	4	16	Service Director Strategy and Development	2	4	8	1. Surveying to detruck section of A14 and negotiating with Highways England.	Head of Major Infrastructure & Delivery			
												2. Development Consent Order compliant checks and schedules, reconciling departure standards.	Head of Major Infrastructure & Delivery	Feb-17		G
												3. Mobilisation of site compounds and temp works. County to approve haulage routes.	Head of Major Infrastructure & Delivery	Dec-16		G
E&E 8 Previously ETERR24	Economy and Environment	Deregistration of commercial bus services	Funding is not available to replace commercial services that are deregistered.	Communities are left with no public transport.	3	4	12	Service Director, Strategy and Development	2	4	8	1. Quarterly meeting held with Stagecoach	Head of Passenger Transport	July 2016	Oct-16	G
												2. Regular contact with Whippet.	Head of Passenger Transport	Jul-16	Oct-16	G

E&E 9 Previously ETERR26	Economy and Environment	Growth and major sites fail to meet local authorities' requirements and policy objectives	1. Lack of shared vision, deficient planning applications 2. Failure to successfully ensure the delivery of services. 3.Exacerbated by changes in national and local planning policy and relaxation of local authorities development control powers	New communities are delivered to sub standard quality, failing to meet the standards required by local authorities and expected residents. Public service delivery to new communities is hampered. Unsustainable growth proposals maybe granted on appeal if infrastructure constraints meant that growth cannot come forward as planned. Additional pressure and maintenance requirements on the existing road network. Increased road risk to current and expanding road users.	3	4	12	Service Director, Strategy and Development	1. CCC manage the Quality Panel. 2. Strong partnerships exist with Joint Planning colleagues. Cambridgeshire Infrastructure Plan is drafted by the Joint Strategic Planning Unit. 3. The County Council maintains up-to-date demographic forecasts to project service and infrastructure needs. 4. External funding sources, such as the Housing Growth Fund, help to ensure that the infrastructure provision for development sites meets the Local Authorities' requirements. 5. County Council responses to consultations on emerging policy ensure that the policies of partner organisations reflect County requirements. 6. Local Plan seek to secure aspirational affordable housing targets 30-40% across Cambridgeshire and appropriate infrastructure.	2	4	8	1. Outstanding objection against City Local Plan for lack of provision to secure a suitable site for a household recycling centre to serve Cambridge and the South of Cambridge and Local Plans that are currently at examination.	Head of Growth and Economy	01-Sep-16	06-Nov-16	A
E&E 10 Previously ETERR28	Economy and Environment	Resource pressures to deliver challenging transport infrastructure programmes	Insufficient staff resources available to complete both City Deal and County Infrastructure schemes at the same time. In a competitive labour market the County Council or consultants struggle to retain and employ staff to cater for demand to deliver infrastructure schemes in the county. City Deal and County Infrastructure schemes compete for resources.	Costs for commissioning work rise. Future tranches of City Deal funding are not made available for investment in infrastructure and the integrated approach to driving economic growth in the city-region breaks up, with substantial negative implications for the promotion of economic growth in Greater Cambridgeshire and for the reputations of the partners and the local area.	2	5	10	Executive Director: Economy, Transport and Environment	A Prioritised City Deal Programme for Investment from 2015-20 is in place, agreed by the Executive Board January 2015. 6. Review and monitor resources towards the Programme. 7. Work looking at staff retention and career progression.	2	5	10	1. Recruitment of Team Leader in Major Infrastructure Delivery Service. 2. Review of MID and TIPF Service Structures. 3. Appointing consultants to resource delivery programmes. Tender process to commence.	Head of Major Infrastructure & Delivery Head of Major Infrastructure & Delivery/ Head of Transport & Infrastructure Policy and Funding Head of Major Infrastructure & Delivery	 Sep-16 Oct-16	 completed	 G G G
E&E 12	Economy and Environment	Inability to fund Adult Learning services, including employability training	Reduction in Government funding through the Skills Funding Agency for Adult Learning and Skills	Reduction of basic employability training for service users.	2	3	6	Service Director, Strategy and Development	1. Risk management in place for small to medium reductions. able to take action short term using recovery plan with providers. 2. Maintian dialogue with the Government to understand future funding and rol of the new CA.	2	2	4					

Risk No	Risk Description	Details of Changes
CRR26	Increasing manifestation of busway defects	<p>Action timescale updated: Survey and investigation work. Programme of investigation and surveys agreed with BAM Nuttall to better understand nature, cause and possible solutions to defects are complete. Our independent experts have produced a report. Other actions put on hold pending outcomes. Report to the General Purpose Committee 29/11/16.</p> <p>Action timescale: September 2016 Action timescale updated: November 2016</p> <p>ETE Management team at their meeting on 17.09.16 asked for the whole risk to be reviewed before the next quarterly report to SMT in Jan 2017 – Business Development Officer to action.</p>
E&E 4	Borrowing requirements for major transport schemes	<p>Actions updated and added including timescales: Confirm Growth Deal funding, and Network Rail contribution to reduce borrowing for Ely Bypass. Awaiting DfT to gain ministerial sign off. Full approval is subject to final construction target cost and it not causing the VfM to fall into a lower threshold. Target cost expected December 2016.</p> <p>Revised target date: December 2016</p> <p>Ely Bypass detailed design and construction Target Price to be agreed to allow commencement of</p>

Risk No	Risk Description	Details of Changes
		<p>construction. Revised target date: January 2017</p> <p>ETE Management team at their meeting on 17.09.16 asked for the whole risk to be reviewed before the next quarterly report to SMT in Jan 2017 – Business Development Officer to action.</p>
E&E 6	Failure to manage capacity, safety and maintenance issues on the A14 Cambridge – Huntingdon.	<p>Revised key controls:</p> <ol style="list-style-type: none"> 1. Joint working management structure established between Local Authorities and Highways England. Appointed integrated design team to take forward stages of the design. 2. Env Group established to discharge schedules associated with the Dev Consent Order. County managing interests including borrow pits, movement of minerals and waste, and drainage. 3. Established a legal agreement to charge for Cambridgeshire County Council officers time and added resources needed. Teams to be set up. 4. County to approve design changes as part of the detailed design process. 5. Traffic and transport impact, asset management, and future liability assessment to the local highway authority

Risk No	Risk Description	Details of Changes
		<p>6. Legacy - additional funding £3.5 M for mitigation to be spent by 2021.</p> <p>Revised actions and timescales</p> <ul style="list-style-type: none"> • Surveying to de-truck section of A14 and negotiating with Highways England. • Development Consent Order compliant checks and schedules, reconciling departure standards. <p>Target date: February 2017</p> <ul style="list-style-type: none"> • Mobilisation of site compounds and temp works. County to approve haulage routes. <p>Target Date: December 2016</p> <p>ETE Management team at their meeting on 17.09.16 asked for the whole risk to be reviewed before the next quarterly report to SMT in Jan 2017 – Business Development Officer to action.</p>
E&E 8	Deregistration of commercial bus services	<p>Revised target dates for actions:</p> <p>1. Quarterly meeting with Stagecoach</p> <p>Target Date: Further Quarterly meetings to take place in October 2016 and January 2017</p>
E&E 9	Growth and major sites fail to meet local authority's requirements and policy objectives.	<p>Revised key control:</p> <p>2. Strong partnerships exist with Joint Planning colleagues. Cambridgeshire Infrastructure Plan is drafted by the Joint Strategic Planning Unit.</p>

Risk No	Risk Description	Details of Changes
		<p>Revised action: Outstanding objection against South Cambs District Council and City Local Plans for lack of provision to secure a suitable site for a household recycling centre to serve Cambridge and the South of Cambridge and Local Plans that are currently at examination.</p> <p>Target date: September 2016 Revised date: November 2016</p>
E&E 10	Resource pressures to deliver challenging transport infrastructure programmes	<p>A new City Deal risk register has now been created, many of the key controls and actions have moved to the new City Deal register and this risk has been updated to reflect the resource risk left with CCC.</p> <p>Residual Probability changed from 1 to 2 Residual score now 10</p> <p>ETE Management team at their meeting on 17.09.16 asked for the whole risk to be reviewed before the next quarterly report to SMT in Jan 2017 – Business Development Officer to action.</p>
E&E 12	Inability to fund Adult Learning services, including employability training.	<p>Updated Key controls and actions: 2. Maintain dialogue with the Government to understand future funding and roll of the new CA.</p> <p>Residual Probability changed from 3 to 2 Residual score now 4</p>

Risk No	Risk Description	Details of Changes
		ETE Management team at their meeting on 17.09.16 asked for the risk description to be reviewed before the next quarterly report to SMT in Jan 2017 – Business Development Officer to action.

FINANCE AND PERFORMANCE REPORT – OCTOBER 2016

To: **Economy and Environment Committee**

Meeting Date: **16th December 2016**

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
October 2016 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 October
2016.**

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

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

<i>Officer contact:</i>	
Name:	Sarah Heywood
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Email:	Sarah.Heywood@Cambridgeshire.gov.uk
Tel:	01223 699714

1. BACKGROUND

- 1.1 The appendices 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 October 2016.
- 2.2 **Revenue:** ETE is forecasting a £161K underspend. The main variances which are within the remit of this committee are:- (1) An increase in forecast underspend on Growth & Economy Other of £221K (from -£98K to -£319K) due to assumed on-going over-achievement in Section 38 and Section 106 fees and (2) An increase in forecast underspend on Concessionary Fares of £170K (from -£300K to -£470K) based on the current patterns of usage. .
- 2.3 **Capital:** The capital programme is forecast to be on target and £5.7m of the estimated £10.5m Capital Programme Variation has now been met. King's Dyke has an in-year forecast variance of -£3.3m due to land access issues, Connecting Cambridgeshire is forecasting a -£1.1m variance as the planned expenditure has been re-profiled, and Cycling Schemes have increased the in-year forecast variance from £11k to £227K.
- 2.4 E&E Committee has fourteen **performance indicators** reported to it in 2016-17. Of these fourteen performance indicators, two are currently red, two are amber, and ten 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
- 2.5 At year-end, the current forecast is that one performance indicator will be red (Local bus journeys originating in the authority area), eight will be amber and five green.

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 and Environment (ETE) - Finance and Performance Report – October 2016 for Economy and Environment Committee

1. SUMMARY

1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Green	Income and Expenditure	Balanced year end position	Green	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	2	10	14
Current status last month	2	2	10	14
Year-end prediction (for 2016/17)	1	8	5	14

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2016/17 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (October) £000	Forecast Variance - Outturn (October) %
4	Executive Director	661	83	13	11	2
+201	Infrastructure Management & Operations	57,982	-2,780	-9	+499	1
-287	Strategy & Development	13,023	-853	-11	-670	-5
0	External Grants	-9,699	-148	3	0	0
-81	Total	61,967	-3,699	-11	-161	0

The service level budgetary control report for October 2016 can be found in [appendix 1](#).

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

2.2 Significant Issues

Winter Maintenance

The original £650k saving proposal against winter operations was based on the achievement of three changes to the service; leasing the gritting fleet, route optimisation and weather domain forecasting. Leasing of the fleet has already achieved the saving anticipated from this change, with an initial saving of £200k (in 15/16) followed by an on-going maintenance saving of £117k year on year. It was originally estimated that route optimisation and domain forecasting would achieve savings of £288k and £225k respectively. However in practice it has been acknowledged that the routes are already highly efficient, using expert local knowledge, so further route optimisation is unlikely to achieve any savings, whilst domain forecasting is unlikely to achieve a saving of more than £60k per year – due to temperature differences across the county being more marginal than expected.

Therefore the estimated saving from those three areas totals £177k. In addition reducing the percentage area of the highway network that we now grit (from 45% to 30%) and therefore the number of gritters from 38 to 26, has saved a further £117k. This gives a total saving of £294k, which leaves a shortfall of £356k against the original £650k savings target.

This has now been entered as a pressure for 17/18 in the development of the Business Plan.

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 October 2016.

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 are no virements recorded in October 2016

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

Archives Centre

The majority of spend for this scheme is now likely to occur next financial year.

Funding

All schemes are funded as presented in the 2016/17 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 suite of key Economy & Environment (E&E) indicators for 2016/17. At this stage in the year, we are still reporting pre-2016/17 information for some indicators.

New information for red, amber and green indicators is shown 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 2016/17 targets are not expected to be achieved.

a) Economy & Environment

No new information this month.

b) ETE Operational Indicators

No new information this month.

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

Economic Development

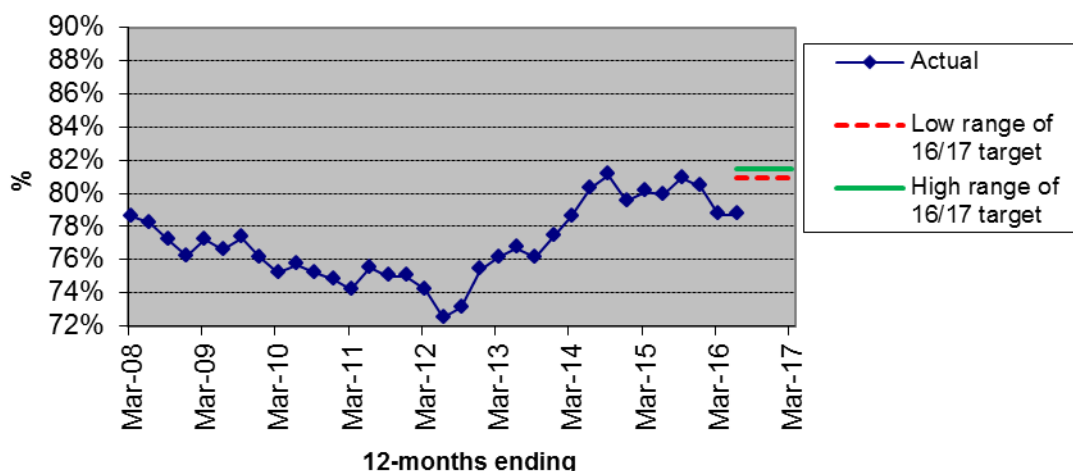
- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to June 2016)

The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).

The 12-month rolling average remains at 78.7%, which is below the 2016/17 target range of 80.9% to 81.5%. 23.4% of these jobs are part-time.

Due to economic uncertainty the target remains challenging.

**% of 16-64 year-old Cambridgeshire residents in employment:
12-month rolling average**



b) ETE Operational Indicators

Complaints and representations – response rate

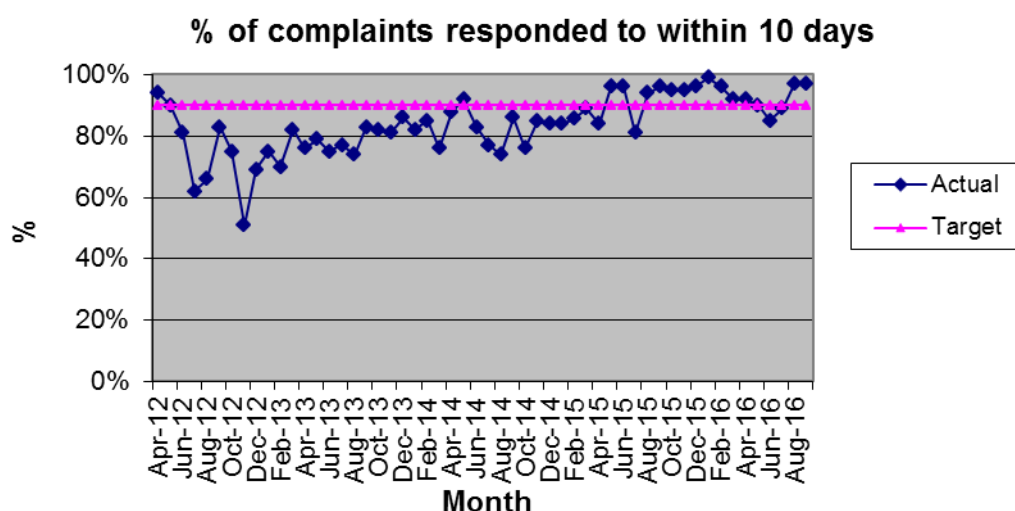
- Percentage of complaints responded to within 10 days (September 2016)

Ninety-eight complaints were received in September. Ninety-seven percent of these were responded to within 10 working days, the same as August's figure.

The majority of complaints for Infrastructure Management & Operations were for Highways and 50 out of the 52 received were responded to on time.

All 33 complaints received by Strategy & Development were for Passenger Transport and 32 were responded to within 10 days.

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



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 - year-to-date (to October 2016)

Eight County Matter planning applications have been received and determined on time since April.

There were 12 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 12 applications were determined on time.

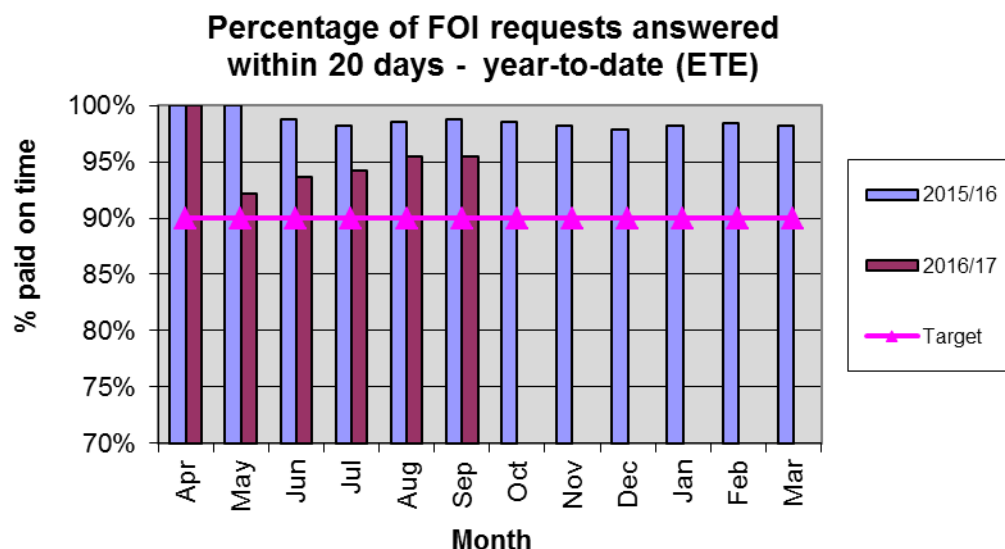
b) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (September 2016)

Twenty out of twenty-one Freedom of Information requests were responded to on-time during September.

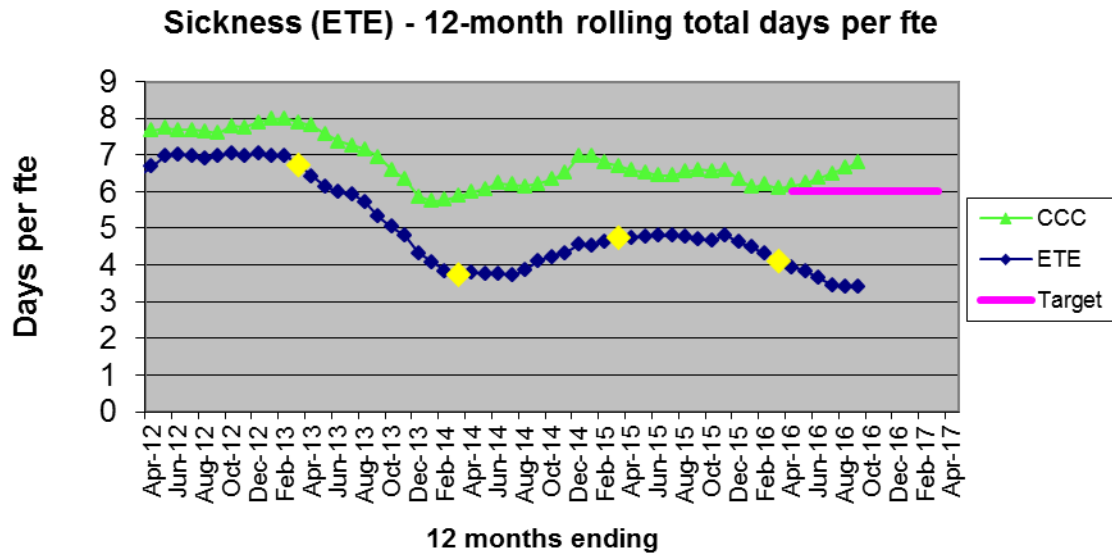
One hundred and fifty-five Freedom of Information requests have been received since April and 95.5% of these have been responded to on-time. This compares with 98.8% and 97.6% respectively for the same period last year and the year before.



Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to September 2016)

The 12-month rolling average remains at around the same level of 3.4 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.



During September the total number of absence days within Economy, Transport & Environment was 212.8 days based on 578 staff (f.t.e) working within the Service. The breakdown of absence shows that 113.4 days were short-term sickness and 99.4 days long-term sickness.

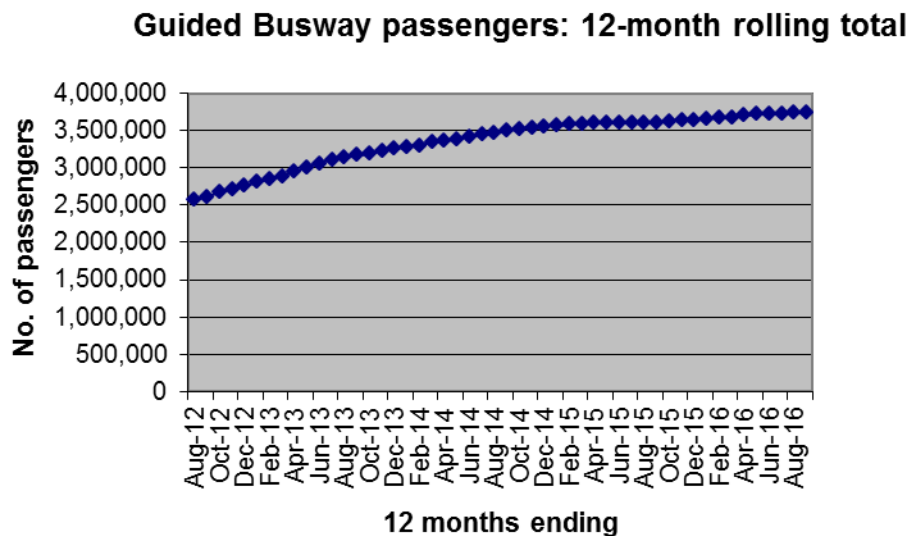
4.5 Contextual indicators (new information)

a) Economy & Environment

Passenger Transport

• Guided Busway passenger numbers (September 2016)

The Guided Busway carried around 318,000 passengers in September, and there have now been over 17 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.75 million.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn September	Service	Current Budget for 2016-17	Expected to end of October	Actual to end of October	Current Variance		Forecast Variance - Outturn October	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	Economy, Transport & Environment Services							
+10	Executive Director	232	404	430	+26	+6	+20	+9
-6	Business Support	428	253	310	+57	+22	-10	-2
0	Direct Grants	0	0	0	0	+0	0	25
4	Total Executive Director	661	658	741	+83	+13	+11	+2
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	144	83	78	-5	-6	+0	+0
+87	Waste Disposal including PFI	34,115	18,317	16,757	-1,560	-9	+110	+0
	Highways							
+0	- Road Safety	681	362	306	-56	-15	+0	+0
-4	- Traffic Manager	-515	-166	-43	+124	-74	-12	+2
+56	- Network Management	1,221	822	796	-26	-3	+100	+8
+0	- Local Infrastructure & Streets	2,823	2,083	2,175	+92	+4	+1	+0
+0	- Winter Maintenance	1,448	187	185	-1	-1	+356	+25
+0	- Parking Enforcement	0	-490	-538	-48	+10	+0	+0
-31	- Street Lighting	9,745	4,627	3,756	-871	-19	-63	-1
+100	- Asset Management	807	500	679	+180	+36	+100	+12
+12	- Highways other	1,922	36	-44	-80	-223	-4	-0
+6	Trading Standards	739	427	423	-4	-1	-37	-5
	Community & Cultural Services							
-50	- Libraries	3,477	2,069	1,681	-388	-19	-50	-1
-31	- Community Resilience	707	271	194	-76	+0	-31	-4
+5	- Archives	447	203	209	+5	+3	+5	+1
+50	- Registrars	-550	-345	-466	-121	+35	+24	-4
+0	- Coroners	769	451	505	+54	+12	+0	+0
0	Direct Grants	-6,872	-3,438	-3,438	0	+0	0	65
+201	Total Infrastructure Management & Operations	51,110	25,997	23,217	-2,780	-11	+499	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	82	80	-3	-3	+0	+0
+0	Transport & Infrastructure Policy & Funding	361	232	238	+6	+3	0	+0
	Growth & Economy							
-45	- Growth & Development	589	330	220	-110	-33	-79	-13
-3	- County Planning, Minerals & Waste	331	133	152	+19	+14	+4	+1
+0	- Enterprise & Economy	-0	-0	-6	-6	+0	+0	+0
+0	- Mobilising Local Energy Investment (MLEI)	0	0	0	+0	+0	+0	+0
-98	- Growth & Economy other	550	627	185	-442	-71	-319	-58
+0	Major Infrastructure Delivery	0	374	382	+8	+2	+0	+0
	Passenger Transport							
+165	- Park & Ride	304	452	580	+128	+28	+198	+65
-300	- Concessionary Fares	5,619	2,769	2,259	-510	-18	-470	-8
-6	- Passenger Transport other	2,513	1,568	1,625	+57	+4	-4	-0
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,615	1,056	1,111	+54	+5	+0	+0
+0	- Learning Centres	0	45	-18	-64	+0	+0	+0
+0	- National Careers	0	0	10	+10	+0	+0	+0
0	Direct Grants	-2,827	-1,378	-1,526	-148	+0	0	0
-287	Total Strategy & Development	10,196	6,291	5,289	-1,001	-16	-670	-7
-81	Total Economy, Transport & Environment Services	61,967	32,945	29,247	-3,699	-11	-161	-0

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-327	-165	-165	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,691	-1,346	-1,346	+0	+0	+0	+0
0	- Bus Service Operators Grant	-302	-302	-302	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,435	-1,031	-1,179	-148	+0	+0	+0
+0	Grant Funding Total	-9,699	-4,816	-4,964	-148	3	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 2016/17 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
Waste Disposal including PFI	34,115	-1,560	-9	+110	0
<p>Waste volumes have increased this year, increasing the amount of landfill tax that is payable. This increase is directly related to the increased levels of waste arising (almost 5%) in 2016/17. Similar levels of growth have been seen in other local authorities in the region.</p> <p>No significant streams of third party waste are being accepted at the MBT, due to plant unreliability and the contractor's ability to secure third party waste contracts and generate profit through the waste being treated at Waterbeach.</p> <p>There is a risk of a potential overspend, due to increased levels of residual waste combined with current average MBT performance from previous 12 months. Ongoing trials for alternative modes of operation have shown that high levels of mass loss can be achieved in the MBT, which if sustained for the remainder of the year could result in an underspend. However, there is some uncertainty over actual levels of mass loss achieved over the remainder of the year, as MBT performance remains erratic, due to reliability of composting hall equipment. The potential range of variance is up to plus or minus £500k although any actual variance is likely to be significantly less.</p> <p>The current variance is partly due to outstanding recycling credit payments due to District councils and payments disputed with the contractor in respect of costs in 2015/16.</p>					
Network Management	1,221	-26	-3	+100	+8
The forecast overspend is due to costs for grass cutting being greater than expected.					
Winter Maintenance	1,448	-1	-1	+356	+28
<p>The original £650k saving proposal against winter operations was based on the achievement of three changes to the service; leasing the gritting fleet, route optimisation and weather domain forecasting. Leasing of the fleet has already achieved the saving anticipated from this change, with an initial saving of £200k (in 15/16) followed by an on-going maintenance saving of £117k year on year. It was originally estimated that route optimisation and domain forecasting would achieve savings of £288k and £225k respectively. However in practice it has been acknowledged that the routes are already highly efficient, using expert local knowledge, so further route optimisation is unlikely to achieve any savings, whilst domain forecasting is unlikely to achieve a saving of more than £60k per year – due to temperature differences across the county being more marginal than expected.</p> <p>Therefore the estimated saving from those three areas totals £177k. In addition reducing the percentage area of the highway network that we now grit (from 45% to 30%) and therefore the number of gritters from 38 to 26, has saved a further £117k. This gives a total saving of £294k, which leaves a shortfall of £356k against the original £650k savings target.</p>					

This has now been entered as a pressure for 17/18 in the development of the Business Plan.					
Street Lighting	9,745	-871	-19	-63	-1
The current variance is due to delays in invoicing for energy charges and also invoicing for the main Street Lighting contract.					
Asset Management	807	+180	+36	+100	+12
The Forecast outturn relates to an overspend on the procurement of the new Highways Contract. This is partly due to the extension of the Competitive Dialogue period & the additional external specialist advice being purchased from Cardiff City Council procurement team to support the process.					
Libraries	3,477	-388	-19	-50	-1
The Book fund and IT (due to late delivery of 3 rd party invoices) appears under-spent compared to the monthly profile, but will be fully utilised by year end. The forecast underspend is due to vacancy savings.					
Registrars	-550	-121	+35	+24	-4
The increased income target is unlikely to be met as statutory fees have not increased this year.					
Growth & Economy Other	550	-442	-71	-319	-58
Highways Development Management are currently overachieving their income target for both Section 38 & Section 106 fees and this overachievement has been shown as a forecast. It is hard to predict exactly when these fees are paid and it is likely that the forecast for these fees will increase or decrease as the year progresses.					
Park & Ride	304	+128	+28	+198	+65
The forecast out-turn is due to a number of reasons; less income expected from operator access fees than originally budgeted, purchase of new ticket machines and an overspend on staff overtime.					
Concessionary Fares	5,619	-510	-18	-470	-8
It is expected the concessionary fares paid to bus operators will be lower than originally forecast based on the last 12 months data. It is hard to judge likely spend in this area as this is affected by seasonal conditions, so the forecast will be reviewed on a regular basis.					

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	10,319
Adult Learning & Skills grants	Department for Business, Innovation & Skills	-649
Non-material grants (+/- £30k)		-29
Total Grants 2016/17		9,699

The Adult Learning & Skills grant and Learning centre grants have been adjusted to match the expected grant in 2016/17.

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	59,952	
Allocation of ETE reserves as agreed by GPC October 2016	2,015	
Non-material virements (+/- £30k)		
Current Budget 2016/17	61,967	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2016 £'000	Movement within Year £'000	Balance at 31st October 2016 £'000	Forecast Balance at 31st March 2017 £'000	Notes
General Reserve					
Service carry-forward	3,386	(2,015)	1,371	0	Account used for all of ETE
Sub total	3,386	(2,015)	1,371	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	0	218	250	
Sub total	218	0	218	250	
Other Earmarked Funds					
Deflectograph Consortium	61	0	61	50	Partnership accounts, not solely CCC
Highways Searches	33	0	33	0	
On Street Parking	1,593	0	1,593	1,600	
Bus route enforcement	169	0	169	0	
Highways Commuted Sums	579	(1)	578	600	
Guided Busway Liquidated Damages	2,783	(574)	2,210	1,483	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	38	59	0	
Proceeds of Crime	355	(24)	331	300	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	(12)	238	225	Partnership accounts, not solely CCC
Fens Workshops	56	0	56	28	Partnership accounts, not solely CCC
Travel to Work	253	0	253	198	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	70	
Olympic Development	2	0	2	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	28	(28)	0	0	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	10	13	23	0	
Other earmarked reserves under £30k - S&D	16	7	24	30	
Sub total	6,617	(580)	6,037	4,919	
Short Term Provision					
Travellers	43	(33)	9	0	
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	712	(33)	679	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	14,525	14,525	0	Account used for all of ETE
Government Grants - S&D	(348)	2,186	1,838	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	10,819	1,364	12,183	10,000	
Other Capital Funding - IMO	1,232	97	1,329	200	
Sub total	11,704	18,172	29,876	10,200	
TOTAL	22,636	15,544	38,180	15,369	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2016/17						TOTAL SCHEME	
Original 2016/17 Budget as per BP	Scheme	Revised Budget for 2016/17	Actual Spend (October)	Forecast Spend - Outturn (October)	Forecast Variance - Outturn (October)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	200	96	200	0	200	0
482	- Local Infrastructure Improvements	698	200	706	8	690	0
594	- Safety Schemes	594	111	594	0	594	0
345	- Strategy and Scheme Development work	508	381	508	0	508	0
1,988	- Delivering the Transport Strategy Aims	2,487	376	3,125	638	3,132	0
478	- Cambridgeshire Sustainable Transport Improvements	548	15	237	-311	237	0
23	- Air Quality Monitoring	23	13	23	0	23	0
15,461	- Operating the Network	16,284	6,021	15,706	-578	15,879	0
	Infrastructure Management & Operations Schemes						
6,000	- £90m Highways Maintenance schemes	6,000	5,339	6,008	8	90,000	0
0	- Pothole grant funding	973	478	973	0	973	0
60	- Waste Infrastructure	219	134	219	0	5,279	0
2,161	- Archives Centre / Ely Hub	1,799	136	699	-1,100	4,200	0
1,122	- Community & Cultural Services	1,502	-329	1,502	0	2,245	0
	Strategy & Development Schemes						
4,700	- Cycling Schemes	3,248	2,392	3,475	227	17,598	0
1,336	- Huntingdon - West of Town Centre Link Road	700	1	700	0	9,116	0
14,750	- Ely Crossing	5,500	705	5,500	0	36,000	0
0	- Chesterton Busway	0	20	0	0	0	0
2,110	- Guided Busway	500	179	500	0	151,147	0
12,065	- King's Dyke	3,421	62	121	-3,300	13,580	0
500	- Wisbech Access Strategy	672	226	511	-161	1,000	0
	- A14	100	14	100	0	25,200	0
1,439	- Other Schemes	967	556	930	-37	6,710	0
	Other Schemes						
5,600	- Connecting Cambridgeshire	4,860	2,322	3,767	-1,093	30,700	0
85	- Other Schemes	85	0	85	0	680	0
71,699		51,888	19,448	46,189	-5,699	415,691	0
	Capital Programme variations	-10,500		-4,801	5,699		
71,699	Total including Capital Programme variations	41,388	19,448	41,388	0		

Revised Budget

The decrease between the original and revised budget is made up as follows:-

- Carry-forward of funding from 2015/16 due to the re-phasing of schemes which reported as underspending at the end of the 2015/16 financial year.
- The phasing of a number of schemes have been reviewed since the published business plan and this has resulted in a reduction in the required budget in 2016/17, most notably the schemes for Ely Crossing and King's Dyke.
- As previously reported, the Capital Programme Board 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.

2016/17 Forecast Spend

Delivering the Transport Strategy Aims

A number of schemes that were originally budgeted within the 'Cambridgeshire Sustainable Transport Improvements' and 'Operating the Network' lines are now being charged to the 'Delivering the Transport Strategy Aims' line as the schemes are Highway schemes and of a similar nature.

Archives Centre

The majority of spend for this scheme is now likely to occur next financial year.

Connecting Cambridgeshire

This scheme is likely to be extended within the existing funding. The rollout contract with BT includes a "claw-back" provision which requires BT to reinvest any surplus profits into further broadband rollout if take-up exceeds the original forecast.

Although the current Superfast coverage exceeds that in many surrounding counties and is amongst the highest nationally, the heavy reliance on and high take up of Superfast broadband services amongst businesses and residents in Cambridgeshire means there is significant pressure to provide service for the "final 5%", (approximately 18,000 premises) which are not covered in current rollout plans.

Whilst it is unrealistic to target 100% of premises with Superfast broadband, it is possible to significantly reduce the "final 5%" with a third rollout phase.

King's Dyke

Planning permission has been granted and the tender package prepared. Agreeing arrangements for access to private land for ground investigation surveys is continuing to cause delay the completion of the works information. Given the amount of earthworks within the scheme, this is critical information for contractors to inform the tendered price, eliminate risk and provide greater cost certainty. Officers are continuing to work with the legal team and the land owner to agree access arrangements if possible, before taking legal action to gain entry. This has impacted on the programme and the key stages along with earliest expected dates for delivery are shown below. Options to mitigate programme impact are being considered and will be discussed at the Project Board.

Stage	Target Date
Planning application submitted	December 2015
Application determined	March 2016
Procurement and contract document preparation (Other than G.I)	October 2016
Publish Orders/objection period	December 2016
Agree Ground investigation access, complete survey and analysis report	December 2016
Tender issued	January 2017
Tender return	April 2017
Works package award approved by E and E Committee	June 2017
Detailed design	September 2017
Site mobilisation and construction	September/October 2017
Scheme open	September/October 2018

Meeting key stages is dependent on land access and acquisition, concluding agreements with Network Rail and agreeing a contractor's programme. Any objection to Compulsory Purchase Orders may add a year into the programme. Similarly Network Rail agreements may add to the programme, but on-going liaison with Network Rail is aiming to mitigate this risk.

Spend for this scheme is now likely to occur next year due to land access and legal issues with the land owner.

Key changes to the programme are reported to the Project Board which meets every 2-3 months.

Capital Funding

2016/17				
Original 2016/17 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2016/17 £'000	Forecast Spend - Outturn (October) £'000	Forecast Funding Variance - Outturn (October) £'000
17,781	Local Transport Plan	17,789	17,789	0
2,682	Other DfT Grant funding	2,908	2,908	0
17,401	Other Grants	9,593	6,132	-3,461
5,691	Developer Contributions	5,777	5,769	-8
18,155	Prudential Borrowing	12,705	10,512	-2,193
9,989	Other Contributions	3,116	3,079	-37
71,699		51,888	46,189	-5,699
	Capital Programme variations	-10,500	-4,801	5,699
71,699	Total including Capital Programme variations	41,388	41,388	0

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	-3.6	This reflects slippage or rephasing of the 2015/16 capital programme to be delivered in 2016/17 which was reported in October 16 and approved by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-16.4	Rephasing of grant funding for Ely Crossing (£4.75m) & King's Dyke (£11.3m), costs to be incurred in 2017/18

Revised Phasing (Section 106 & CIL)	-1.4	Rephasing of Cambridge Cycling Infrastructure (£0.7m) & Huntingdon West of Town Centre (£0.6m), costs to be incurred in 2017/18
Revised Phasing (Prudential Borrowing)	-2.7	Revised phasing of Guided Busway spend & Connecting Cambridgeshire
Revised Phasing (DfT Grant)	-0.8	Revised phasing of Cycling City Ambition Fund

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

a) Economy & Environment

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 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 31-Jul-2016	1,985	2,200	A	A	<p>The number of people completing courses in the most deprived wards during 2015/16 is 1,985. This is just below the aspirational end-of-year target of 2,000, but it is an increase from 750 the previous in year, so significant progress has been made.</p> <p>A targeted programme has already started, focusing on increasing the participation in these deprived areas.</p> <p>New 2016/17 data will be available next month.</p>
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people starting as apprentices	High	↑	2015/16 academic year (provisional)	4,320	4,574	G	G	<p>Provisional figures for the number of people starting as apprentices during 2015/16 is 4,320, compared with 4,200 during 2014/15 - an increase of 3%. This means that the 2015/16 target of 4,158 was achieved.</p>
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% 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	A	The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.
	% 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-2016 = 35.6%		Contextual		Figures to the end of June show that the average take-up in the intervention area has increased to 35.6% from 33.6% in March.	

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
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 30-Jun-2016	78.7%	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 remains at 78.7%, which is below the 2016/17 target range of 80.9% to 81.5%. 23.4% of these jobs are part-time.</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	↔	Feb 2016	Gap of 6.4 percentage points Most deprived areas (Top 10%) = 11.5% Others = 5.1%	Gap of <=6.5 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 February 2016, 11.5% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 5.1% of those living elsewhere in Cambridgeshire.</p> <p>At 6.4 percentage points the gap is the same as last quarter and is narrower than the baseline (in May 2014) of 7.2 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>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									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.
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↑	Sep-2016	317,780		Contextual		The Guided Busway carried around 318,000 passengers in September, and there have now been over 17 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.75 million.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Local bus passenger journeys originating in the authority area	High	↓	2015/16	Approx. 18.5 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>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
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	↔	Oct-2016	100%	100%	G	G	Eight County Matter planning applications have been received and determined on time since April. There were 12 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 12 applications were determined on time.
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. 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 = 84.5% Other excluding Cambridge = 89.1%	Fenland = 86.3%	G	A	The Department of Transport has released data for 2014. These figures show that the the that the gap has narrowed from 8.7% to 4.6% and that the percentage of adults who walk or cycle at least once a month in Fenland has increased from 81.1% to 84.5% since 2013. The percentage for the other districts (excluding Cambridge) has dropped slightly from 89.8% to 89.1%. The proposed target is for Fenland to increase to the current 89.8% average for the rest of Cambridgeshire

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>(excluding Cambridge) over 5 years i.e. an underlying increase of 1.7% per year.</p> <p>Recognising that the indicator is measured via a sample survey, with associated random variation from one year to the next, the target relates to the underlying direction of travel.</p>
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 2014 to Aug 2015	4 minutes 52 seconds	4 minutes	R	A	<p>At 4.87 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is worse than the previous year's figure of 4.45 minutes.</p> <p>The target for 2016/17 is to reduce this to 4 minutes per mile.</p>

b) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel ↑=good	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	↓	Sep-2016	95.2%	90%	G	G	Twenty out of twenty-one Freedom of Information requests were responded to on-time during September. One hundred and fifty-five Freedom of Information requests have been received since April and 95.5% of these have been responded to on-time. This compares with 98.8% and 97.6% respectively 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	↔	Sep-2016	97%	90%	G	A	Ninety-eight complaints were received in September. Ninety-seven percent of these were responded to within 10 working days, the same as August's figure. The majority of complaints for Infrastructure Management & Operations were for Local Infrastructure & Street Management and 50 out of the 52 received were responded to on time. All 33 complaints received by Strategy & Development were for Passenger Transport and 32 were responded to within 10 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 ↑=good	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 Sep-2016	3.42 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average remains at around the same level of 3.4 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During September the total number of absence days within Economy, Transport & Environment was 212.8 days based on 578 staff (f.t.e) working within the Service. The breakdown of absence shows that 113.4 days were short-term sickness and 99.4 days long-term sickness.</p>

**ECONOMY AND ENVIRONMENT COMMITTEE REVIEW OF DRAFT REVENUE
AND CAPITAL BUSINESS PLANNING PROPOSALS FOR 2017/18 TO 2021/22**

To: ECONOMY AND ENVIRONMENT COMMITTEE

Meeting Date: 16 December 2016

**From: Graham Hughes, Executive Director, Economy Transport
and Environment**

Chris Malyon, Chief Finance Officer

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 revenue and capital proposals for
Economy Transport and Environment (ETE) that are within
the remit of the Economy and Environment Committee.**

Recommendation: It is requested that the Committee:

- a) note the overview and context provided for the 2017/18
to 2021/22 Business Plan revenue proposals for the
Service, updated since the last report to the Committee
in October.**
- b) comment on the draft revenue savings proposals that
are within the remit of the Economy and Environment
Committee for 2017/18 to 2021/22, and endorse them to
the General Purposes Committee as part of
consideration for the Council's overall Business Plan**
- c) comment on the changes to the Capital Programme that
are within the remit of the Economy and Environment
Committee and endorse them.**
- d) Considers the proposed fees and charges for those
Economy, Transport and Environment services that are
within the remit of the Economy and Environment
Committee for 2017/18.**

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1. OVERVIEW

- 1.1 The Council's Business Plan sets out how we will spend our money to achieve our vision and priorities for Cambridgeshire. Like all Councils across the country we are facing a major challenge. Our funding continues to reduce whilst our costs continue to rise. Those increases are driven by inflationary and demographic pressures. As the fastest growing county in the country the pressures of demography are far greater in this county than elsewhere.
- 1.2 The Council has now experienced a number of years of seeking to protect frontline services in response to reducing Government funding. Looking back, we have saved £68m in the last two years and are on course to save a further £41m this year (2016/17). As a result, we have had to make tough decisions over service levels during this time. Over the coming five years those decisions become even more challenging. That is why this year the Council has adopted a new approach to meeting these financial challenges, which builds upon the outcome-led approach that was developed last year.
- 1.3 The Council last year established the strategic outcomes it will be guided by throughout the Business Planning process, which are outlined on the right. Early in the process this year, a number of Transformation Programmes have been established to identify the specific proposals that will meet these outcomes within the resources available to the Council.
- 1.4 These Transformation Programmes are the lens through which this year's Business Planning Process has been approached, and will feature in the material considered by Members in workshops and Committees. There are 11 Programmes, made up of "vertical" service-based Programmes, and "horizontal" cross-cutting Programmes:

Outcomes	
Older people live well independently.	
Places that work with children help them to reach their full potential.	
People lead a healthy lifestyle and stay healthy for longer.	
People with disabilities live well independently.	
People live in a safe environment.	
The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents.	
People at risk of harm are kept safe.	

1. Adult Services	2. Children's Services	3. Economy, Transport and Environment	4. Corporate and LGSS	5. Public Health
6. Finance and Budget Review				
7. Customers and Communities				
8. Assets, Estates and Facilities Management				
9. Commissioning				
10. Contracts, Commercial and Procurement				
11. Workforce Planning and Development				

- 1.5 In July 2016 General Purposes Committee (GPC) considered and endorsed a report which summarised the role that the new approach to transformation has played so far this year.
- 1.6 Within this new framework, the Council continues to undertake financial planning of its revenue budget over a five year timescale which creates links with its longer term financial modelling and planning for growth. This paper presents an overview of the proposals being put forward as part of the Council's draft revenue budget, which are relevant to this Committee.
- 1.7 Funding projections have been updated based on the latest available information to provide a current picture of the total resource available to the Council. At this stage in the year, however, projections remain fluid and will be reviewed as more accurate data becomes available.
- 1.8 The main cause of uncertainty is the upcoming Comprehensive Spending Review and Local Government Finance Settlement. General Purposes Committee resolved not to accept the multi-year grant settlement that was being offered by the Government and therefore this uncertainty will be an annual event.
- 1.9 The Committee is asked to endorse these proposals for consideration as part of the Council's development of the Business Plan for the next five years.

2. FINANCIAL OVERVIEW

- 2.1 In order to balance the budget in light of the cost increases set out in the previous section and reduced Government funding, savings or additional income of £33.6m are required for 2017-18, and a total of £99m across the full five years of the Business Plan. The level of savings required do change each year as cost projections are updated to reflect the latest information available including the latest service pressures that have been identified. The following table shows the total amount necessary for each of the next five years, separating Public Health in 2017-18 as it is ring-fenced:

Service Block	2017-18 £'000	2018-19 £'000	2019-20 £'000	2020-21 £'000	2021-22 £'000
Council	-33,002	-19,440	-16,892	-18,495	-10,583
Public Health	-606	-	-	-	-
Total	-33,608	-19,440	-16,892	-18,495	-10,583

- 2.2 There are also a number of risks which are not included in the numbers above, or accompanying tables. These will be incorporated (as required) as the Business Plan is developed. Estimates are given below where possible.

	2017-18 £'000	Risk
Dedicated Schools Grant funding	4,300	This potential pressure is the result of a consultation on national funding reforms and review by Schools Forum.
Business rates revaluation	-	The Business Rates re-valuation is due to take effect from 1st April 2017, which could see significant rises in business rate liabilities in some areas and for some types of property.
Local Government Finance Settlement	-	Risk that the Council's funding is lower than budgeted.
Total	4,300	

- 2.3 In some cases services have planned to increase locally generated income instead of cutting expenditure. For the purpose of balancing the budget these two approaches have the same effect and are treated in the same way.
- 2.4 Delivering the level of savings required to balance the budget becomes increasingly difficult each year. Work is still underway to explore any alternative savings that could mitigate the impact of our reducing budgets on our front line services, and Business Planning proposals are still being developed to deliver the following:

Service Block	2017-18 £'000	2018-19 £'000	2019-20 £'000	2020-21 £'000	2021-22 £'000
Council	-	-1,823	-12,224	-12,168	-9,879
Public Health	-	-	-	-	-
Total	-	-1,823	-12,224	-12,168	-9,879

Note, this assumes the Public Health Grant is un-ring-fenced from 2018-19 onwards.

- 2.5 The level of savings required is based on a 2% increase in Council Tax, through levying the Adults Social Care precept in all years it is available (up to and including 2019-20), but a 0% general Council Tax increase. This assumption is built into the Medium Term Financial Strategy (MTFS) which was discussed by GPC in July. For each 1% more or less that Council Tax is changed, the level of savings required will change by approximately +/-£2.5m.
- 2.6 There is currently a limit on the increase of Council Tax of 2% and above. Should councils wish to increase their council tax above this it can only do so having sought the views of the local electorate in a local referendum. It is estimated that the cost of holding such a referendum would be around £100k, rising to as much as £350k should the public reject the proposed tax increase (as new bills would need to be issued). The MTFS assumes that the council tax limit of 2% and above will remain in place for all five years.
- 2.7 Following December service committees, GPC will review the overall programme in early January, before recommending the programme in late January as part of the overarching Business Plan for Full Council to consider in February.

3. TRANSFORMATION UPDATE

- 3.1 In response to recognising that the traditional method of developing budgets and savings targets through departmental based cash limits was unsustainable in the long term, the Council has agreed a new approach that will result in an outcome focussed method to Business Planning.
- 3.2 As a consequence it was agreed that the Council would establish a fund that would be used to supplement base budgets, ensuring that finance is not seen as a barrier to the level and pace of transformation that can be achieved.
- 3.3 All savings proposals have been aligned with one of the eleven transformation workstreams and £7,387k has been requested from the transformation fund to support the delivery of these savings in 2017-18.

Investments requested:

Transformation Workstream	2016-17 £'000	2017-18 £'000	2018-19 £'000	2019-20 £'000	2020-21 £'000	2021-22 £'000
Finance & Budget Review	-	133	-46	-87	-	-
Customer & Communities	-	-	-	-	-	-
Assets, Estates & Facilities Management	-	-	-	-	-	-
Commissioning	73	1,412	-1,042	-332	-38	-
Contracts, Commercial & Procurement	-	-	-	-	-	-
Workforce Planning & Development	-	-	-	-	-	-
Adult Services	146	5,442	-4,646	-796	-	-
Children's Services	-	-	-	-	-	-
Economy, Transport & Environment	800	-	-	-	-	-
Corporate & LGSS	-	-	-	-	-	-
Public Health	-	-	-	-	-	-
Total	1,019	7,387	-6,134	-1,215	-38	-

Absolute	1,019	7,387	1,253	38	-	-
Cumulative	1,019	8,406	9,659	9,697	9,697	9,697

Savings aligned to workstreams:

Transformation Workstream	2017-18 £'000	2018-19 £'000	2019-20 £'000	2020-21 £'000	2021-22 £'000
Finance & Budget Review	-5,041	-5	2,283	-10	-
Customer & Communities	-687	-606	-168	-27	-
Assets, Estates & Facilities Management	-174	-19	-19	-561	2
Commissioning	-8,429	-5,223	-2,506	-2,752	-
Contracts, Commercial & Procurement	-4,717	-3,978	-1,000	-	-
Workforce Planning & Development	-4,589	-3,668	-	-	-
Adult Services	-2,836	-1,457	-1,062	-1,057	-
Children's Services	-2,108	-1,834	-1,414	-1,157	-
Economy, Transport & Environment	-459	-135	-134	-127	-127
Corporate & LGSS	-468	-706	-619	-607	-566
Public Health	-606	-	-	-	-

Changes to fees, charges & ring-fenced grants	-1,154	14	-29	-29	-13
Proposals to be finalised	-2,340				
Subtotal	-33,608	-17,617	-4,668	-6,327	-704
Unidentified savings		-1,823	-12,224	-12,168	-9,879
Total	-33,608	-19,440	-16,892	-18,495	-10,583

4. CAPITAL PROGRAMME UPDATE

- 4.1 The draft capital programme was reviewed individually by service committees in September and was subsequently reviewed in its entirety, along with the prioritisation of schemes, by General Purposes Committee in October. No changes were made as a result of these reviews, though work is ongoing to revise and update the programme in light of continuing review by the Capital Programme Board, changes to overall funding or to specific circumstances surrounding individual schemes.
- 4.2 The Council is still awaiting funding announcements regarding various capital grants which are expected to be made during December/January, plus the ongoing nature of the capital programme inevitably means that circumstances are continually changing. Therefore Services will continue to make any necessary updates in the lead up to the January GPC meeting at which the Business Plan is considered.

5. OVERVIEW OF ECONOMY TRANSPORT AND ENVIRONMENT'S DRAFT REVENUE PROGRAMME

- 5.1 ETE, as the focus for the Council's place based services, provides a very wide and diverse range of services to the people and businesses of Cambridgeshire. Much of what is provided by the Directorate is experienced by residents on a daily basis.
- 5.2 A broad overview of the services provided by the Directorate includes highway maintenance and improvement, the delivery of all major transport infrastructure schemes, the management of a series of major contracts such as highways, waste and street lighting, tackling rogue and other illegal trading and providing business advice, delivery of non-commercial superfast broadband services, waste disposal, libraries and cultural services, registration and coroner services, planning, s106 negotiation, economic development, floods and water management, adult learning and skills, development of transport policy, funding bids, cycling, commissioning of community transport, operation of the Busway and the park and ride sites, and management of home to school, special needs and adults transport.
- 5.3 As noted above, transformation of the way we do things has been the main focus in developing new savings proposals for the new financial year. There are also a series of savings proposals that are already identified in the business plan and are due to be made in 2017/18
- 5.4 The full table of proposals can be found at appendix 1 and the associated Community Impact Assessments (CIAs) are contained in appendix 2.

- 5.5 Any proposals added to the table at appendix 1 since Committees in October are summarised at appendix 3, along with the proposals rejected at October Committees' for completeness.
- 5.6 Proposals are still subject to change pending Full Council in February 2016 were all proposals then become the Council's Business Plan.

6. OVERVIEW OF ECONOMY TRANSPORT AND ENVIRONMENT DRAFT CAPITAL PROGRAMME

- 6.1 The Capital Programme is shown in full in appendix 1 as part of the finance tables. Since the Capital Programme was presented in September there has been a change to B/C.3.101 Development of Archives centre premises. This increased from £4.2m to £5.06m as agreed by Highways and Community Infrastructure (H&CI) Committee in October 2016. This relates to the development of fit for purpose premises for Cambridgeshire Archives, to conserve and make available unique historical records of the county and meet The National Archives' deadline for approval. The cost of the project has increased from the original estimate, following more detailed design work.

7. ECONOMY TRANSPORT AND ENVIRONMENT FEES AND CHARGES

- 7.1 Economy Transport and Environment fees and charges are contained within two schedules which are updated throughout the year: a schedule of discretionary charges and a schedule of statutory charges. These schedules can be found in appendices 4 and 5. Discretionary charges are reviewed on an annual basis taking account of the Council's standard inflation rate of 1.7% and changes in the market for the discretionary service. There are a small number of charges which do not have updated figures for 2017 because of how those charges are constructed; these will be reviewed between December 2016 and March 2017. All statutory charges are currently set at their legal maximum.

8. NEXT STEPS

- 8.1 The proposals will be considered alongside those from the other service committees at the General Purposes Committee in early January.

January	General Purposes Committee will review the whole draft Business Plan and review again in late January for recommendation to Full Council
February	Full Council will consider the draft Business Plan

9. ALIGNMENT WITH CORPORATE PRIORITIES

9.1 Developing the local economy for the benefit of all

Many of the services delivered by ETE are used by our residents on a daily basis and are vital in maintaining and developing the local economy, as well as helping people to live healthy and independent lives. Well maintained roads and local public transport services where commercial companies can't provide buses are but two of the key elements of the work of ETE. If these current or transformed versions of these services are not available there will be a significant impact on our communities.

9.2 Helping people live healthy and independent lives

See wording under 9.1 above.

9.3 Supporting and protecting vulnerable people

See wording under 9.1 above.

10. SIGNIFICANT IMPLICATIONS

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

- Resource Implications – All implications are detailed in the CIAs at appendix 2
- Statutory, Legal and Risk – All implications are detailed in the CIAs at appendix 2
- Equality and Diversity – All implications are detailed in the CIAs at appendix 2
- Engagement and Communications - All implications are detailed in the CIAs at appendix 2
- Localism and Local Member Involvement –Members have been involved in the business planning process and attended a members workshop in August
- Public Health – All implications are detailed in the CIAs at appendix 2. Public Health colleagues are involved in discussions regarding the implications.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Chris Malyon
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Lynne Owen:
Are there any Equality and Diversity implications?	Yes Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Mark Miller
Are there any Localism and Local Member involvement issues?	Yes Paul Tadd
Have any Public Health implications been cleared by Public Health	Yes Tess Campbell

Source Documents	Location
n/a	

Section 3 – Finance Tables

Introduction

There are six types of finance table: tables 1-3 relate to all Service Areas, while only some Service Areas have tables 4, 5 and/or 6. Tables 1, 2, 3 and 6 show a Service Area's revenue budget in different presentations. Tables 3 and 6 detail all the changes to the budget. Table 2 shows the impact of the changes in year 1 on each policy line. Table 1 shows the combined impact on each policy line over the 5 year period. Some changes listed in Table 3 impact on just one policy line in Tables 1 and 2, but other changes in Table 3 are split across various policy lines in Tables 1 and 2. Tables 4 and 5 outline a Service Area's capital budget, with table 4 detailing capital expenditure for individual proposals, and funding of the overall programme, by year and table 5 showing how individual capital proposals are funded.

TABLE 1 presents the net budget split by policy line for each of the five years of the Business Plan. It also shows the revised opening budget and the gross budget, together with fees, charges and ring-fenced grant income, for 2017-18 split by policy line. Policy lines are specific areas within a service on which we report, monitor and control the budget. The purpose of this table is to show how the net budget for a Service Area changes over the period of the Business Plan.

TABLE 2 presents additional detail on the net budget for 2017-18 split by policy line. The purpose of the table is to show how the budget for each policy line has been constructed: inflation, demography and demand, pressures, investments and savings are added to the opening budget to give the closing budget.

TABLE 3 explains in detail the changes to the previous year's budget over the period of the Business Plan, in the form of individual proposals. At the top it takes the previous year's gross budget and then adjusts for proposals, grouped together in sections, covering inflation, demography and demand, pressures, investments and savings to give the new gross budget. The gross budget is reconciled to the net budget in Section 7. Finally, the sources of funding are listed in Section 8. An explanation of each section is given below.

- **Opening Gross Expenditure:** The amount of money available to spend at the start of the financial year and before any adjustments are made. This reflects the final budget for the previous year.

- **Revised Opening Gross Expenditure:** Adjustments that are made to the base budget to reflect permanent changes in a Service Area. This is usually to reflect a transfer of services from one area to another.
- **Inflation:** Additional budget provided to allow for pressures created by inflation. These inflationary pressures are particular to the activities covered by the Service Area.
- **Demography and Demand:** Additional budget provided to allow for pressures created by demography and increased demand. These demographic pressures are particular to the activities covered by the Service Area. Demographic changes are backed up by a robust programme to challenge and verify requests for additional budget.
- **Pressures:** These are specific additional pressures identified that require further budget to support.
- **Investments:** These are investment proposals where additional budget is sought, often as a one-off request for financial support in a given year and therefore shown as a reversal where the funding is time limited (a one-off investment is not a permanent addition to base budget).
- **Savings:** These are savings proposals that indicate services that will be reduced, stopped or delivered differently to reduce the costs of the service. They could be one-off entries or span several years.
- **Total Gross Expenditure:** The newly calculated gross budget allocated to the Service Area after allowing for all the changes indicated above. This becomes the Opening Gross Expenditure for the following year.
- **Fees, Charges & Ring-fenced Grants:** This lists the fees, charges and grants that offset the Service Area's gross budget. The section starts with the carried forward figure from the previous year and then lists changes applicable in the current year.
- **Total Net Expenditure:** The net budget for the Service Area after deducting fees, charges and ring-fenced grants from the gross budget.
- **Funding Sources:** How the gross budget is funded – funding sources include cash limit funding (central Council funding from Council Tax, business rates and government grants), fees and charges, and individually listed ring-fenced grants.

TABLE 4 presents a Service Area's capital schemes, across the ten-year period of the capital programme. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table. The third table identifies the funding sources used to fund the programme. These sources include prudential borrowing, which has a revenue impact for the Council.

TABLE 5 lists a Service Area's capital schemes and shows how each scheme is funded. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table.

TABLE 6 follows the same format and purpose as table 3 for Service Areas where there is a rationale for splitting table 3 in two.

Section 4 - B: Economy, Transport and Environment Services

Table 1: Revenue - Summary of Net Budget by Operational Division

Budget Period: 2017-18 to 2021-22

Net Revised Opening Budget 2017-18 £000	Policy Line	Gross Budget 2017-18 £000	Fees, Charges & Ring-fenced Grants 2015-16 £000	Net Budget 2017-18 £000	Net Budget 2018-19 £000	Net Budget 2019-20 £000	Net Budget 2020-21 £000	Net Budget 2021-22 £000
	Executive Director							
120	Executive Director	-103	-	-103	-101	-97	-83	-69
296	Business Support	299	-	299	299	299	299	299
416	Subtotal Executive Director	196	-	196	198	202	216	230
	Infrastructure Management & Operations							
144	Director of Infrastructure Management and Operations	144	-	144	144	144	144	144
31,125	Waste Disposal Including PFI	35,431	-4,382	31,049	28,289	27,369	27,369	27,369
	<i>Highways</i>							
5,601	Street Lighting	9,775	-4,074	5,701	5,566	5,432	5,305	5,178
582	Asset Management	1,046	-458	588	588	588	588	588
575	Road Safety	620	-121	499	579	529	404	404
-515	Traffic Manager	819	-1,508	-689	-689	-689	-689	-689
1,050	Network Management	1,115	-21	1,094	1,094	1,094	1,094	1,094
2,759	Local Infrastructure & Streets	2,764	-	2,764	2,664	2,664	2,664	2,664
-	Parking Enforcement	4,345	-4,345	-	-	-	-	-
1,278	Winter Maintenance	1,681	-	1,681	1,681	1,681	1,681	1,681
1,972	Local Infrastructure & Street Management Other	1,475	-139	1,336	1,036	1,242	1,453	1,670
	<i>Trading Standards</i>							
724	Trading Standards	899	-172	727	742	742	742	742
	<i>Community & Cultural Services</i>							
3,939	Libraries	4,422	-768	3,654	3,722	3,722	3,771	3,771
376	Archives	375	-21	354	354	354	354	354
-550	Registrars	962	-1,501	-539	-539	-539	-539	-539
769	Coroners	1,124	-343	781	781	781	781	781
49,829	Subtotal Infrastructure Management & Operations	66,997	-17,853	49,144	46,012	45,114	45,122	45,212
	Strategy & Development							
142	Director of Strategy and Development	142	-	142	142	142	142	142
100	Transport & Infrastructure Policy & Funding	170	-71	99	99	99	99	99
	<i>Growth & Economy</i>							
589	Growth & Development	763	-197	566	566	566	566	566
263	County Planning, Minerals & Waste	418	-178	240	240	240	240	240
328	Flood Risk Management	403	-73	330	330	330	330	330
53	Historic Environment	300	-246	54	54	54	54	54
17	Highways Development Management	746	-723	23	23	23	23	23
107	Growth & Economy Other	316	-208	108	108	108	108	108

Section 4 - B: Economy, Transport and Environment Services

Table 1: Revenue - Summary of Net Budget by Operational Division

Budget Period: 2017-18 to 2021-22

Net Revised Opening Budget 2017-18 £000	Policy Line	Gross Budget 2017-18 £000	Fees, Charges & Ring-fenced Grants 2015-16 £000	Net Budget 2017-18 £000	Net Budget 2018-19 £000	Net Budget 2019-20 £000	Net Budget 2020-21 £000	Net Budget 2021-22 £000
	<i>Major Infrastructure Delivery</i>							
-	Major Infrastructure Delivery	-	-	-	-	-	-	-
	<i>Passenger Transport</i>							
169	Park & Ride	2,170	-1,976	194	194	194	194	194
5,494	Concessionary Fares	5,408	-15	5,393	5,393	5,393	5,393	5,393
2,210	Passenger Transport Other	3,225	-988	2,237	2,237	2,237	2,237	2,237
	<i>Adult Learning & Skills</i>							
180	Adult Learning & Skills	2,513	-2,333	180	180	180	180	180
-	Learning Centres	34	-34	-	-	-	-	-
9,652	Subtotal Strategy & Development	16,608	-7,042	9,566	9,566	9,566	9,566	9,566
	Future Years							
-	Inflation	-	-	-	1,693	3,423	5,191	6,940
-	Savings	-	-	-				
59,897	ETE BUDGET TOTAL	83,801	-24,895	58,906	57,469	58,305	60,095	61,948

Section 4 - B: Economy, Transport and Environment Services

Table 2: Revenue - Net Budget Changes by Operational Division

Budget Period: 2017-18

Policy Line	Net Revised Opening Budget £000	Net Inflation £000	Demography & Demand £000	Pressures £000	Investments £000	Savings & Income Adjustments £000	Net Budget £000
Executive Director	-	-	-	-	-	-	-
Executive Director	120	11	-	36	-	-270	-103
Business Support	296	3	-	-	-	-	299
	-	-	-	-	-	-	-
Subtotal Executive Director	416	14	-	36	-	-270	196
Infrastructure Management & Operations	-	-	-	-	-	-	-
Director of Infrastructure Management and Operations	144	-	-	-	-	-	144
Waste Disposal Including PFI	31,125	844	-	-	80	-1,000	31,049
<i>Highways</i>	-	-	-	-	-	-	-
Street Lighting	5,601	260	-	-	13	-173	5,701
Asset Management	582	6	-	-	-	-	588
Road Safety	575	8	-	-	-	-84	499
Traffic Manager	-515	6	-	-	-	-180	-689
Network Management	1,050	44	-	-	-	-	1,094
Local Infrastructure & Streets	2,759	105	-	-	-	-100	2,764
Parking Enforcement	-	-	-	-	-	-	-
Winter Maintenance	1,278	47	-	356	-	-	1,681
Local Infrastructure & Street Management Other	1,972	64	195	-	-	-895	1,336
<i>Trading Standards</i>	-	-	-	-	-	-	-
Trading Standards	724	3	-	-	-	-	727
<i>Community & Cultural Services</i>	-	-	-	-	-	-	-
Libraries	3,939	55	-	-	-	-340	3,654
Archives	376	3	-	-	-	-25	354
Registrars	-550	11	-	-	-	-	-539
Coroners	769	12	-	-	-	-	781
	-	-	-	-	-	-	-
Subtotal Infrastructure Management & Operations	49,829	1,468	195	356	93	-2,797	49,144
Strategy & Development	-	-	-	-	-	-	-
Director of Strategy and Development	142	-	-	-	-	-	142
Transport & Infrastructure Policy & Funding	100	-1	-	-	-	-	99
<i>Growth & Economy</i>	-	-	-	-	-	-	-
Growth & Development	589	2	-	-	-	-25	566
County Planning, Minerals & Waste	263	2	-	-	-	-25	240
Flood Risk Management	328	2	-	-	-	-	330
Historic Environment	53	1	-	-	-	-	54
Highways Development Management	17	6	-	-	-	-	23
Growth & Economy Other	107	1	-	-	-	-	108

Section 4 - B: Economy, Transport and Environment Services

Table 2: Revenue - Net Budget Changes by Operational Division

Budget Period: 2017-18

Policy Line	Net Revised Opening Budget £000	Net Inflation £000	Demography & Demand £000	Pressures £000	Investments £000	Savings & Income Adjustments £000	Net Budget £000
<i>Major Infrastructure Delivery</i>	-	-	-	-	-	-	-
Major Infrastructure Delivery	-	-	-	-	-	-	-
<i>Passenger Transport</i>	-	-	-	-	-	-	-
Park & Ride	169	25	-	-	-	-	194
Concessionary Fares	5,494	74	-	125	-	-300	5,393
Passenger Transport Other	2,210	27	-	-	-	-	2,237
<i>Adult Learning & Skills</i>	-	-	-	-	-	-	-
Adult Learning & Skills	180	-	-	-	-	-	180
Learning Centres	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Subtotal Strategy & Development	9,652	139	-	125	-	-350	9,566
	-	-	-	-	-	-	-
ETE BUDGET TOTAL	59,897	1,621	195	517	93	-3,417	58,906

Section 4 - B: Economy, Transport and Environment Services

December Service Committees

Table 3: Revenue - Overview

Budget Period: 2017-18 to 2021-22

Detailed Plans	Outline Plans
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Ref	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Transformation Workstream	Description
1	OPENING GROSS EXPENDITURE	86,483	83,801	82,195	83,050	84,859		
B/R.1.001	Base adjustments	-744	-	-	-	-		Adjustment for permanent changes to base budget from decisions made in 2016-17.
B/R.1.005	Reduced expenditure funded by reduction in grant	-648	-	-	-	-		Adjustment to match Adult Learning grants being received.
B/R.1.007	Bus Service Operators Grant payable to the County Council	-273	-	-	-	-		Bus Service Operators Grant now payable to the County Council for use on Community transport
B/R.1.008	Base adjustment - CCR Phase 1	-230	-	-	-	-		CCR revenue staffing budgets moved to Corporate Services.
1.999	REVISED OPENING GROSS EXPENDITURE	84,588	83,801	82,195	83,050	84,859		
2	INFLATION							
B/R.2.001	Inflation	1,645	1,712	1,749	1,787	1,768		Some County Council services have higher rates of inflation than the national level. For example, this is due to factors such as increasing oil costs that feed through into services like road repairs. This overall figure comes from an assessment of likely inflation in all ETE services.
2.999	Subtotal Inflation	1,645	1,712	1,749	1,787	1,768		
3	DEMOGRAPHY AND DEMAND							
B/R.3.001	Maintaining our infrastructure	195	200	206	211	217		Population increase leads to more infrastructure being built, as well as increased use of existing infrastructure, requiring more maintenance.
B/R.3.002	Street Lighting	-	-	-	-	-		All demography increases based on the general population will be a pressure and will need to be absorbed within the Service. 2017-18 increase £77k.
B/R.3.003	Recycling Credits	-	-	-	-	-		All demography increases based on the general population will be a pressure and will need to be absorbed within the Service. 2017-18 increase £52k.
B/R.3.004	Growth in demand for Registration & Coroner Services	-	-	-	-	-		All demography increases based on the general population will be a pressure and will need to be absorbed within the Service. 2017-18 increase £7k.
B/R.3.006	Residual Waste	-	-	-	-	-		All demography increases based on the general population will be a pressure and will need to be absorbed within the Service. 2017-18 increase £96k.
B/R.3.007	PFI Contract Waste	-	-	-	-	-		All demography increases based on the general population will be a pressure and will need to be absorbed within the Service. 2017-18 increase £71k.
3.999	Subtotal Demography and Demand	195	200	206	211	217		

Section 4 - B: Economy, Transport and Environment Services

December Service Committees

Table 3: Revenue - Overview

Budget Period: 2017-18 to 2021-22

Detailed Plans	Outline Plans
----------------	---------------

Ref	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Transformation Workstream	Description
4	PRESSURES							
B/R.4.005	Libraries to serve new developments	-	-	-	49	-		Cost of running the Darwin Green library in North West Cambridge to serve the new community.
B/R.4.006	Reinstatement of funding for non-statutory concessionary fares	125	-	-	-	-	Environment, transport & economy	The County Council provides free bus travel for those with a concessionary pass which is more than required by Government. This funding provides concessionary fares for people with sight impairment to travel before 09.30am (the normal cut off for when concessionary passes can be used) and subsidises for concessions on community transport services. This was removed from the budget in 2016-17 but following consultation and the decision by Members, this is being reinstated to help people lead independent lives and access jobs and essential services.
B/R.4.007	Professional and Management Pay Structure	36	-	-	-	-		The revised management band pay structure was implemented in October 2016. The revised pay grades will not be inflated during 2017-18, as the inflation funding was factored into the available funding for the new pay structure. This pressure replaces inflation and funds the additional cost of the new pay structure expected to be incurred in 2017-18.
B/R.4.008	Impact of National Living Wage (NLW) on CCC Employee Costs	-	2	4	14	14		The extra cost of the National Living Wage on directly employed CCC staff.
B/R.4.009	Reinstatement of funding for Winter Maintenance	356	-	-	-	-		The original £650k saving proposal against winter operations was based on the achievement of three areas; leasing the gritting fleet, route optimisation and weather domain forecasting. Out of these only leasing of the fleet has achieved the saving anticipated, with an initial saving of £200k (in 2015-16) followed by an on-going maintenance saving of approximately £117k year on year (dependent on the size of our gritting fleet). It was originally estimated that route optimisation and domain forecasting would achieve savings of £288k and £225k respectively. However in reality route optimisation is unlikely to achieve any savings - due to already using expert local knowledge coupled with route generating software, whilst domain forecasting is unlikely to achieve a saving of more than £60k per year – due to marginal temperature differences in reality. Therefore the estimated saving from those three areas totals £177k (maintenance saving and domain forecasting). In addition reducing the percentage area of the highway network that we now grit (from 45% to 30%) and therefore the number of gritters from 38 to 26, has saved a further £117k. This gives a total saving of £294k, which leaves a shortfall of £356k against the original £650k savings target. The shortfall could be further exacerbated should 2017-18 experience a severe winter, which would result in a high number of gritting runs.
4.999	Subtotal Pressures	517	2	4	63	14		

Section 4 - B: Economy, Transport and Environment Services

December Service Committees

Table 3: Revenue - Overview

Budget Period: 2017-18 to 2021-22

Detailed Plans	Outline Plans
----------------	---------------

Ref	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Transformation Workstream	Description
5	INVESTMENTS							
B/R.5.003	Street Lighting PFI	13	-	-	-	-		The street lighting PFI contract has allowed all of the Council's aging street lights to be replaced over a five year period. All lights have now been replaced and this money, which has been budgeted for in previous years, is to pay for the operation of additional lights that are now being installed in new developments.
B/R.5.103	Renegotiation of the Waste PFI contract	80	240	80	-	-	Contracts, commercial & procurement	Transformation Fund investment relating to proposal B/R.6.302 which gives savings of up to £5m from 2019/20.
5.999	Subtotal Investments	93	240	80	-	-		
6	SAVINGS							
	Cross Committee							
B/R.6.001	Senior management review in ETE	-250	-	-	-	-	- Workforce planning & development	A review of senior management in ETE to reduce cost and simplify structures, as well as sharing services with partners.
B/R.6.002	Centralise business support posts across ETE	-20	-	-	-	-	- Workforce planning & development	Costs will be reduced by centralising business support for the whole of ETE.
	E&E							
B/R.6.101	Improve efficiency through shared county planning, minerals and waste service with partners	-25	-	-	-	-	- Commissioning	Reduced costs to the Council by sharing our services for minerals and waste planning applications with other Councils.
B/R.6.102	Improve efficiency through shared growth and development service with partners	-25	-	-	-	-	- Commissioning	Reduced costs to the Council by sharing our services with other councils to process major planning applications and negotiate financial contributions from developers that can be used to pay for essential infrastructure such as schools and roads.
B/R.6.103	Reduction in Concessionary fare payments	-300	-	-	-	-	- Environment, transport & economy	To remove £300k from the Concessionary Fare budget for 2017-18 following actual underspend of £300k for 2015-16 and projected underspend of £300k for 2016-17
	H&CI							
B/R.6.202	Upgrade streetlights to LEDs	-14	-	-	-	-	- Contracts, commercial & procurement	This will involve upgrading street light bulbs with LEDs where this offers good value for money, such as the energy savings are greater than the cost of conversion. This links to capital proposal B/C.3.109. This is the full year effect of a saving made in 2016-17.
B/R.6.203	Rationalise business support in highways depots to a shared service	-25	-	-	-	-	- Workforce planning & development	Move to shared service business support across the highway depots.
B/R.6.205	Replace rising bollards with cameras	-25	-	-	-	-	- Commissioning	The rising bollards in Cambridge are old and becoming increasingly expensive to maintain. This will save the annual maintenance cost of the bollards.

Section 4 - B: Economy, Transport and Environment Services

December Service Committees

Table 3: Revenue - Overview

Budget Period: 2017-18 to 2021-22

Detailed Plans	Outline Plans
----------------	---------------

Ref	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Transformation Workstream	Description
B/R.6.206	Switch off streetlights in residential areas between at least 2am and 6am	-30	-	-	-	-	- Environment, transport & economy	This approach is now widely adopted across England and research has shown that there is has been no significant impact on crime or safety. This figure is in addition to the £174k of savings for the street lighting switch-off that was included in 2015-16 (£98k of additional funding will be used to delay the switch-off until 2am). This is the full year effect of a savings decision made for 2016-17.
B/R.6.207	Highways Services Transformation	-800	-500	-	-	-	- Contracts, commercial & procurement	The Council is replacing its existing contract for highway works such as road maintenance and pot hole filling. This will allow us to achieve greater value for money and reduce costs significantly while improving service quality.
B/R.6.208	Seek to transfer a number of smaller community libraries to community control.	-	-230	-	-	-	- Customer & communities	The proposal is to reduce the number of libraries directly run by the Council and increase community involvement. It is unlikely this work can be completed to the original timescale, therefore the associated saving will be deferred to 2018-19; there is no further option for meeting this original 2017-18 saving within the service other than reducing the stock (book) fund (see below).
B/R.6.209	Reduce library management and systems support and stock (book) fund	-340	230	-	-	-	- Commissioning	One year reduction of £325k in spending on new library stock, together with further savings in deliveries and some IT systems support. Any further reduction in support would impact the ability of communities to take on their libraries and there is reputational risk in reducing the book fund.
B/R.6.211	Road Safety projects & campaigns - savings required due to change in Public Health Grant	-84	-	-	-	-	- Commissioning	This is a removal of a one off Public Health grant. This has funded specific work and campaigns which have now ended and so the money is no longer required.
B/R.6.212	Transformation of Road Safety Services	-	-25	-50	-125	-	- Commissioning	Exploring commissioning opportunities through potential integration with Peterborough, aligned to the Public Health agenda and the outcomes of the Cambridgeshire & Peterborough Road Safety Partnership. This work covers road safety education and school crossing patrol services across both Cambridgeshire and Peterborough.
B/R.6.213	Move to full cost recovery for non-statutory highway works	-100	-100	-	-	-	- Commissioning	Communities and Parish/Town Councils can pay for additional highway works such as traffic calming and yellow lines that are extra to the Council's normal work. The Council delivers these works but has not in the past recovered the full cost of delivery of schemes and officer time in preparing them will be charged.

Section 4 - B: Economy, Transport and Environment Services

December Service Committees

Table 3: Revenue - Overview

Budget Period: 2017-18 to 2021-22

Detailed Plans	Outline Plans
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Ref	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Transformation Workstream	Description
B/R.6.214	Street Lighting Synergies	-129	-135	-134	-127	-127	Environment, transport & economy	Cambridgeshire County Council can make an £8m joint saving with Northamptonshire if both parties enter the same Street Lighting PFI contract. In order for this to happen, CCC will have to pay a Break Cost estimated to be £800k. This cost can be paid upfront or over time. It is proposed that CCC pays the Break Cost upfront.
B/R.6.215	Contract savings for the maintenance of Vehicle Activated signs (VAS) and traffic signal junctions/crossings	-70	-	-	-	-	Contracts, commercial & procurement	A new 5 year contract is now in place to provide maintenance for traffic signalled junctions, crossings and vehicle speed activated signs (VAS). The proposed saving is realised from sharing fixed contract overhead costs with neighbouring authorities and the reallocation of risk. Funding will no longer be available to replace VAS signs if they cannot be repaired unless they are safety critical.
B/R.6.302	GPC Renegotiation of the Waste PFI contract.	-1,000	-3,000	-1,000	-	-	Contracts, commercial & procurement	The Council has a contract with Amey to process and recycle the waste collected across Cambridgeshire. Through negotiation, the Council is seeking to reduce the cost of this contract.
6.999	Subtotal Savings	-3,237	-3,760	-1,184	-252	-127		
	TOTAL GROSS EXPENDITURE	83,801	82,195	83,050	84,859	86,731		
7	FEES, CHARGES & RING-FENCED GRANTS							
B/R.7.001	Previous year's fees, charges & ring-fenced grants	-26,531	-24,895	-24,726	-24,745	-24,764	Finance & budget review	Previous year's fees and charges for the provision of services and ring-fenced grant funding rolled forward.
B/R.7.002	Fees and charges inflation	-24	-19	-19	-19	-19	Finance & budget review	Additional income for increases to fees and charges in line with inflation.
B/R.7.004	Reduction in budgeted income	745	-	-	-	-	Finance & budget review	Adjustment for changes to fees, charges & ring-fenced grants from forecasts and decisions made in 2015-16.
B/R.7.100	Changes to fees & charges Increase income from digital archive services	-25	-	-	-	-	Environment, transport & economy	The Council currently charges for digital versions of documents from our archive. As more documents are being digitised each year, the Council expects income to increase.
B/R.7.109	Introduce a charge for commercial events using the highway	-10	-	-	-	-	Environment, transport & economy	Large commercial events that require closures of roads such as cycling and running races currently cost the council money to administer. In future, the cost of the Council's work will be recovered. This will not impact on small community events.
B/R.7.110	Increase highways charges to cover costs	-5	-	-	-	-		This relates to a wide range of charges levied for use of the highway such as skip licences for example. All charges have been reviewed across ETE. Further targeted review and monitoring of charges will continue to ensure they remain relevant.

Section 4 - B: Economy, Transport and Environment Services

December Service Committees

Table 3: Revenue - Overview

Budget Period: 2017-18 to 2021-22

Detailed Plans	Outline Plans
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Ref	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Transformation Workstream	Description
B/R.7.111	Introduce a highways permitting system	-140	-	-	-	-	Environment, transport & economy	This proposal will allow the Council to better control works on our roads being carried out by utility and other commercial companies through the use of permits. This will mean better coordination of road works, reduced delays and the ability to fine companies when they do not work efficiently on our roads.
B/R.7.117	Section 106 funding for Clay Farm Community Centre	-	35	-	-	-	Environment, transport & economy	Developer funding has been secured to contribute towards the running costs of the library and other County Council provision as part of the Clay Farm Community Centre in its first three years. The figure is to show in the Business Plan that this funding has come to an end and does not represent a reduction in service.
B/R.7.202	Changes to ring-fenced grants Change in Public Health Grant	174	153	-	-	-		Change in ring-fenced Public Health grant to reflect change of function and treatment as a corporate grant from 2018-19 due to removal of ring-fence.
B/R.7.204	Change in Bus Service Operators Grant	273	-	-	-	-		Ending of ring-fenced Bus Service Operators Grant devolved from the Department of Transport for bus services run under local authority contract.
B/R.7.205	Change in Adult & Skills Grants	300	-	-	-	-		Reduction to match expected grant from funding body
B/R.7.206	Change in Learning Centre grants	302	-	-	-	-		No further Learning centre grants expected
B/R.7.207	Change in National Careers grant funding	46	-	-	-	-		Reduction to match expected funding from awarding body
7.999	Subtotal Fees, Charges & Ring-fenced Grants	-24,895	-24,726	-24,745	-24,764	-24,783		
	TOTAL NET EXPENDITURE	58,906	57,469	58,305	60,095	61,948		

FUNDING SOURCES								
8	FUNDING OF GROSS EXPENDITURE							
B/R.8.001	Budget Allocation	-58,906	-57,469	-58,305	-60,095	-61,948		Net spend funded from general grants, business rates and Council Tax.
B/R.8.002	Public Health Grant	-153	-	-	-	-		Funding transferred to Service areas where the management of Public Health functions will be undertaken by other County Council officers, rather than directly by the Public Health Team.
B/R.8.003	Fees & Charges	-15,671	-15,655	-15,674	-15,693	-15,712		Fees and charges for the provision of services.
B/R.8.004	PFI Grant - Street Lighting	-3,944	-3,944	-3,944	-3,944	-3,944		PFI Grant from DfT for the life of the project.
B/R.8.005	PFI Grant - Waste	-2,691	-2,691	-2,691	-2,691	-2,691		PFI Grant from DEFRA for the life of the project.
B/R.8.010	Adult Learning & Skills Grants	-2,080	-2,080	-2,080	-2,080	-2,080		External grant funding for Adult Learning & Skills.
B/R.8.012	National Careers grant funding	-356	-356	-356	-356	-356		Funding for National Careers.
8.999	TOTAL FUNDING OF GROSS EXPENDITURE	-83,801	-82,195	-83,050	-84,859	-86,731		

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2017-18 to 2026-27

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Later Years £000
Ongoing	143,171	52,481	14,835	18,303	18,585	18,977	18,798	1,192
Committed Schemes	309,259	202,431	49,686	12,959	8,027	1,951	3,265	30,940
2018-2019 Starts	340	-	-	340	-	-	-	-
TOTAL BUDGET	452,770	254,912	64,521	31,602	26,612	20,928	22,063	32,132

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £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	-	E&E
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	-	E&E
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	-	H&CI
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	-	E&E
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	7,746	-	2,362	1,346	1,346	1,346	1,346	-	H&CI
	Total - Integrated Transport				16,966	-	4,206	3,190	3,190	3,190	3,190	-	
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	47,704	-	10,547	9,918	9,415	8,912	8,912	-	H&CI
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

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2017-18 to 2026-27

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £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	4,300	-	900	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					67,349	-	14,516	13,837	13,334	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	90,000	52,481	6,269	6,250	6,250	6,250	6,250	6,250	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	60	395	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	5,060	3,000	2,060	-	-	-	-	-	H&CI

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2017-18 to 2026-27

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Later Years £000	
B/C.3.103	Library service essential maintenance and infrastructure renewal	This is a rolling programme, ending in 2017-18, to update the public PCs in libraries and library learning centres in order to replace equipment that has become obsolete, and ensure continued service delivery. This is particularly important to support people to access learning, skills, transactions and employment online in response to the Digital by Default agenda. There is also an essential requirement to replace the book sortation system at Cambridge Central Library which has reached the end of its life, and to plan for renewing self service facilities in 2017/18 as this will be coming out of contract and on which we need to make significant revenue savings.		Committed	562	297	265	-	-	-	-	-	H&CI
B/C.3.107	New Community Hub / Library Provision Clay Farm	Contribution to the development of a community centre / hub in Clay Farm, including a library and other community facilities.		Committed	827	808	19	-	-	-	-	-	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
	Total - Infrastructure Management & Operations				104,972	56,646	9,008	6,985	9,607	6,831	6,645	9,250	
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	7,998	25,000	1,702	1,300	-	-	-	E&E
B/C.4.006	Guided Busway	Guided Busway construction contract retention payments.		Committed	148,886	144,426	1,370	1,240	370	370	370	740	E&E
B/C.4.014	Huntingdon West of Town Centre Link Road	The 520 metre link road from Ermine Street to Brampton Road, close to the railway station junction, consists of a single carriageway, with footpaths either side, and new junctions on Ermine Street and Brampton Road. The residual funding is for outstanding land deals for this scheme.		Committed	9,116	8,266	850	-	-	-	-	-	E&E
B/C.4.017	Cambridge Cycling Infrastructure	Cambridge Cycling Infrastructure		Committed	5,103	2,317	1,580	1,206	-	-	-	-	E&E

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2017-18 to 2026-27

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Later Years £000	
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	677	2,000	1,923	-	-	-	-	E&E
B/C.4.022	Cycling City Ambition Fund	Cycling City Ambition Fund		Committed	8,152	7,362	790	-	-	-	-	-	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	1,420	11,667	493	-	-	-	-	E&E
B/C.4.024	Soham Station	Proposed new railway station at Soham to support new housing development.		Committed	6,700	1,000	-	-	-	-	1,500	4,200	E&E
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	100	100	-	-	1,000	1,000	23,000	E&E
B/C.4.031	Growth Deal - Wisbech Access Strategy	Funding provided by the LEP in order to deliver the Wisbech Access Strategy		Committed	1,000	1,000	-	-	-	-	-	-	E&E
Total - Strategy & Development					258,337	174,566	43,357	6,564	1,670	1,370	2,870	27,940	
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, mobile and Wi-Fi coverage, whilst supporting online skills, business growth and technological innovation to meet future digital challenges.		Committed	36,290	23,700	3,590	6,000	3,000	-	-	-	E&E
Total - Other Schemes					36,290	23,700	3,590	6,000	3,000	-	-	-	

Section 4 - B: Economy, Transport and Environment Services

Table 4: Capital Programme

Budget Period: 2017-18 to 2026-27

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Later Years £000
B/C.08 B/C.6.001	Capital Programme Variation 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	-31,144	-	-10,156	-4,974	-4,189	-3,294	-3,473	-5,058
	Total - Capital Programme Variation				-31,144	-	-10,156	-4,974	-4,189	-3,294	-3,473	-5,058
	TOTAL BUDGET				452,770	254,912	64,521	31,602	26,612	20,928	22,063	32,132

E&E, H&CI

Funding	Total Funding £000	Previous Years £000	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Later Years £000
Government Approved Funding								
Department for Transport	216,349	104,909	20,474	17,400	16,524	17,021	17,021	23,000
Specific Grants	39,750	15,419	19,231	4,100	-	-	1,000	-
Total - Government Approved Funding	256,099	120,328	39,705	21,500	16,524	17,021	18,021	23,000
Locally Generated Funding								
Agreed Developer Contributions	33,510	19,925	4,427	5,340	3,103	200	200	315
Anticipated Developer Contributions	12,700	-	400	200	200	200	1,000	10,700
Prudential Borrowing	97,372	64,494	4,347	5,165	7,765	3,537	3,672	8,392
Prudential Borrowing (Repayable)	15,295	27,419	3,239	-3,248	-980	-30	-830	-10,275
Other Contributions	37,794	22,746	12,403	2,645	-	-	-	-
Total - Locally Generated Funding	196,671	134,584	24,816	10,102	10,088	3,907	4,042	9,132
TOTAL FUNDING	452,770	254,912	64,521	31,602	26,612	20,928	22,063	32,132

Section 4 - B: Economy, Transport and Environment Services

Table 5: Capital Programme - Funding

Budget Period: 2017-18 to 2026-27

Summary of Schemes by Start Date					Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	
Ongoing					143,171	86,573	731	-	-	55,867	
Committed Schemes					309,259	169,526	45,180	37,794	-	56,759	
2018-2019 Starts					340	-	299	-	-	41	
TOTAL BUDGET					452,770	256,099	46,210	37,794	-	112,667	

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	7,746	7,065	681	-	-	-	H&CI
	Total - Integrated Transport			-	16,966	16,285	681	-	-	-	
B/C.02	Operating the Network										
B/C.2.001	Carriageway & Footway Maintenance including Cycle Paths			- Ongoing	47,704	47,704	-	-	-	-	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	4,300	4,250	50	-	-	-	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			-	67,349	67,299	50	-	-	-	
B/C.03	Infrastructure Management & Operations										
B/C.3.001	Highways Maintenance (carriageways only from 2015/16 onwards)			- Ongoing	90,000	2,989	-	-	-	87,011	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	5,060	-	-	-	-	5,060	H&CI
B/C.3.103	Library service essential maintenance and infrastructure renewal			- Committed	562	-	-	-	-	562	H&CI
B/C.3.107	New Community Hub / Library Provision Clay Farm			- Committed	827	-	566	-	-	261	H&CI
B/C.3.108	New Community Hub / Library Service Provision Darwin Green			- 2018-19	340	-	299	-	-	41	H&CI
	Total - Infrastructure Management & Operations			-	104,972	2,989	3,468	-	-	98,515	
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	148,886	94,667	29,642	9,282	-	15,295	E&E
B/C.4.014	Huntingdon West of Town Centre Link Road			- Committed	9,116	-	4,568	4,548	-	-	E&E

Section 4 - B: Economy, Transport and Environment Services

Table 5: Capital Programme - Funding

Budget Period: 2017-18 to 2026-27

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.4.017	Cambridge Cycling Infrastructure			- Committed	5,103	-	5,103	-	-	-	E&E
B/C.4.021	Abbey - Chesterton Bridge			- Committed	4,600	2,500	1,550	550	-	-	E&E
B/C.4.022	Cycling City Ambition Fund			- Committed	8,152	7,609	148	395	-	-	E&E
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	-	1,000	-	4,700	E&E
B/C.4.028	A14			- Committed	25,200	25,000	-	200	-	-	E&E
B/C.4.031	Growth Deal - Wisbech Access Strategy			- Committed	1,000	-	-	1,000	-	-	E&E
	Total - Strategy & Development			-	258,337	160,776	42,011	26,769	-	28,781	
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	-31,144	-	-	-	-	-31,144	E&E, H&CI
	Total - Capital Programme Variation			-	-31,144	-	-	-	-	-31,144	
	TOTAL BUDGET				452,770	256,099	46,210	37,794	-	112,667	

ECONOMY AND ENVIRONMENT COMMITTEE**COMMUNITY IMPACT ASSESSMENTS**

<u>Reference</u>	<u>Title</u>	<u>Page</u>
B/R.6.001	Senior Management Review	2
B/R.6.104	Centralise business support posts across ETE	4

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment
ETE Cross-Directorate		Name: Graham Hughes Job Title: Executive Director Contact details: graham.hughes@cambridgeshire.gov.uk and 01223 715660 Date completed: 03/10/16 Date approved: 03/10/16
Proposal being assessed		
Senior Management Review		
Business Plan Proposal Number (if relevant)	B/R.6.001	
Aims and Objectives of the Service or Function affected		
<p>The services affected will be cross-directorate in the Economy, Transport and Environment (ETE) Directorate. ETE provides services across the county including highway maintenance and improvement, the delivery of all major transport infrastructure schemes, the management of a series of major contracts such as highways, waste and street lighting, tackling rogue and other illegal trading and providing business advice, delivery of non-commercial superfast broadband services, waste disposal, libraries and cultural services, planning, s106 negotiation, economic development, floods and water management, adult learning and skills, development of transport policy, funding bids, cycling, commissioning of community transport, operation of the Busway and the park and ride sites, and management of home to school, special needs and adults transport</p>		
What is the proposal?		
<p>This is a review of senior management in ETE to reduce cost and simplify structures, as well as sharing services with partners. The objective is not to affect the front line services delivered by ETE.</p>		
Who will be affected by this proposal?		
<p>.</p>		
<p>This proposal will affect staff working within ETE at senior levels and is intended not to impact directly on front line services.</p>		
What positive impacts are anticipated from this proposal?		
<ul style="list-style-type: none"> Reduction of cost Simplification of structures 		
What negative impacts are anticipated from this proposal?		
<p>Potential negative impacts from less senior staff resource although through the associated simplification of processes, this impact can be minimised.</p>		
Are there other impacts which are more neutral?		
<p>None</p>		

Impacts on specific groups with protected characteristics

Specific consideration should be given as to whether the proposal has a particular or disproportionate impact on any of the groups listed below.

Please consider each characteristic and tick to indicate any where there will potentially be a disproportionate impact (positive or negative) from implementation of the proposal. Do not tick the boxes if the impact on these groups is the same as the impact on the community as a whole (described in the above sections)

Impact	Tick if disproportionate impact
Age	
Disability	
Gender reassignment	
Marriage and civil partnership	
Pregnancy and maternity	
Race	

Impact	Tick if disproportionate impact
Religion or belief	
Sex	
Sexual orientation	
Rural isolation	
Deprivation	

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

If any of the boxes above have been ticked to indicate that people with the protected characteristics will be affected more than other people then use this section to describe that impact and any measures which will be put in place to mitigate those potential impacts

There will not be any disproportionate impact on protected characteristics.

Version Control

Version no.	Date	Updates / amendments	Author(s)
V1	03.10.16	CIA Completed	Graham Hughes

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment
ETE Cross-Directorate		Name: Tamar Oviatt-Ham Job Title: Business Development Manager – Policy and Business Development ETE Contact Details: (01223) 715668 Date completed: 29 September 2016 Date approved:
Proposal being assessed		
Centralise Business Support posts across Economy, Transport and Environment (ETE)		
Business Plan Proposal Number (if relevant)	B/R.6.204	
Aims and Objectives of the Service or Function affected		
Business support roles are present in all Services in ETE. They provide support to the Services on a range of tasks, some generic and others more specialised to the Service within which they are based.		
What is the proposal?		
A further review of Business Support roles across ETE will be carried out in order to ensure that Business Support roles across ETE services are fit for purpose and that efficiencies and saving can be made were appropriate. The savings figures for the business plan proposal are £20k in 2017/18.		
Who will be affected by this proposal?		
. No effect on the community. Staff may be affected as part of the review.		
What positive impacts are anticipated from this proposal?		
N/A.		
What negative impacts are anticipated from this proposal?		
N/A.		
Are there other impacts which are more neutral?		
N/A.		

Impacts on specific groups with protected characteristics

Specific consideration should be given as to whether the proposal has a particular or disproportionate impact on any of the groups listed below.

Please consider each characteristic and tick to indicate any where there will potentially be a disproportionate impact (positive or negative) from implementation of the proposal. Do not tick the boxes if the impact on these groups is the same as the impact on the community as a whole (described in the above sections)

Impact	Tick if disproportionate impact
Age	
Disability	
Gender reassignment	
Marriage and civil partnership	
Pregnancy and maternity	
Race	

Impact	Tick if disproportionate impact
Religion or belief	
Sex	
Sexual orientation	
Rural isolation	
Deprivation	

Details of Disproportionate Impacts on protected characteristics and how these will be addressed
N/A

Version Control

Version no.	Date	Updates / amendments	Author(s)
V1	29.09.16	CIA Updated	Tamar Oviatt-Ham

Proposal type	Old Referenc	New Referenc	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Description
Savings	B/R 6.122	B/R6.210	Reduce community resilience and development delivery work	-85					There is no statutory requirement to deliver these functions (with the exception of the statutory duty to encourage 'both adults and children to make full use of the library service'). There are risks associated with the reduction of the prevention work for vulnerable people, their carers, and communities. There will be a significant impact on community resilience through ceasing the development of community-led projects and networks to deliver local priorities.
Savings	B/R6.214	B/R6.214	Remove community grants	-15					These are grants given to a variety of local voluntary groups, which have previously been reduced. It is proposed that these should be removed completely, which will have an impact on voluntary services dependent on public sector finance.
Savings	B/R6.215	B/R6.215	Reduce service levels in archives	-75					Funding reduced to this level would see reduced opening hours and consolidation of the archive and it is considered the lowest level of funding to avoid challenge from the National Archive and others. This statutory minimum level of service is to maintain the council's historic record and make it available to the public.

New proposals

Proposal type	Old Referenc	New Referenc	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Description
Pressures		B/R.4.009	Reinstatement of funding for Winter Maintenance	356	-	-	-	-	<p>The original £650k saving proposal against winter operations was based on the achievement of three areas; leasing the gritting fleet, route optimisation and weather domain forecasting. Out of these only leasing of the fleet has achieved the saving anticipated, with an initial saving of £200k (in 15/16) followed by an on-going maintenance saving of approximately £117k year on year (dependent on the size of our gritting fleet). It was originally estimated that route optimisation and domain forecasting would achieve savings of £288k (one-off saving) and £225k (annually) respectively. However in reality route optimisation is unlikely to achieve any savings - due to already using expert local knowledge coupled with route generating software, whilst domain forecasting is unlikely to achieve a saving of more than £60k per year – due to marginal temperature differences in reality.</p> <p>Therefore the estimated saving from those three areas totals £177k (maintenance saving and domain forecasting). In addition reducing the percentage area of the highway network that we now grit (from 45% to 30%) and therefore the number of gritters from 38 to 26, has saved a further £117k. This gives a total saving of £294k, which leaves a shortfall of £356k against the original £650k savings target. The shortfall could be further exacerbated should 2017/18 experience a severe winter, which would result in a high number of gritting runs.</p>

Proposal type	Old	New	Title	2017-18	2018-19	2019-20	2020-21	2021-22	Description
Savings		B/R.6.214	Street Lighting Synergies	-129	-135	-134	-127	-127	Cambridgeshire County Council can make an £8m joint saving with Northamptonshire if both parties enter the same Street Lighting PFI contract. In order for this to happen, CCC will have to pay a Break Cost estimated to be £800k. This cost can be paid upfront or over time. It is proposed that CCC pays the Break Cost upfront.
Savings		B/R.6.215	Contract savings for the maintenance of Vehicle Activated signs (VAS) and traffic signal junctions/crossings	-70	-	-	-	-	A new 5 year contract is now in place to provide maintenance for traffic signalled junctions, crossings and vehicle speed activated signs (VAS). The proposed saving is realised from sharing fixed contract overhead costs with neighbouring authorities and the reallocation of risk. Funding will no longer be available to replace VAS signs if they cannot be repaired unless they are safety critical.

Economy and Environment

Proposals removed by Committee in October 2016

Proposal type	Old Referenc	New Referenc	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Description
Savings	B/R6.208	B/R6.104	Reduction in passenger transport support	-694					There is no specific Government funding to support bus services that are not operated commercially, grants to dial a ride, subsidies for users of community car schemes or taxi car schemes. The Council spent £1.78 m on this last year. This proposal is to reduce this funding by £694,000. In making this reduction, we will work with communities and bus operators to encourage alternative provision so people can continue to access essential services and jobs and continue to live independently. The focus in the future will be on demand responsive and community led servies that better meet the needs of individuals through, for example, the Total Transport work being introduced by the Council.
Savings	B/R6.209	B/R6.105	Reduce staff following reduction in provision of passenger transport services	-90					The savings set out in proposal B/R6.104 would mean that fewer staff would be needed to arrange contracts for bus services
Savings	B/R6.210	B/R6.106	Remove Transport and Infrastructure Policy and Funding services that are not self-funding	-20					This service bids for and secures funding for transport and infrastructure from external grants, monitors and manages section 106 funding and the ETE capital programme, coordinates input to the community infrastructure levy, and provides programme management and support to the LEP Growth Deal. There is no statutory minimum level of service for this function but measures are in place to make this entirely self-funding. There is a risk that less resource will reduce the amount of external grant funding secured.
Savings	B/R6.211	B/R6.107	Remove Transport and Infrastructure Policy and Funding services that are not self-funding	-30					This function developed the long-term vision for transport and infrastructure for the county, including local transport plans. There is no statutory minimum level of service for this function, but measures are in place to make this entirely self-funding. There is a risk that lower levels of resource will impact on the ability to identify infrastructure requirements.

New proposals

Proposal type	Old Referenc	New Referenc	Title	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021-22 £000	Description
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Proposal type	Old	New	Title	2017-18	2018-19	2019-20	2020-21	2021-22	Description
Savings		B/R.6.103	Reduction in Concessionary fare payments	-300	-	-	-	-	To remove £300k from the Concessionary Fare budget for 2017/18 following actual underspend of £300k for 2015/16 and projected underspend of £300k for 2016/17

ETE: Schedule of Statutory Fees & Charges

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Highways	Highways	Streetworks (NRWSA)			
Infrastructure Management & Operations	Highways	Highways	NRSWA road opening sample inspection charges	Av Number per year over the past three years x 30% x £50	Av Number per year over the past three years x 30% x £50	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	NRSWA defect charge	£47.50 when reported by council, £68 when reported by 3rd party	£47.50 when reported by council, £68 when reported by 3rd party	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Section 74- charge for overstay	Set by legislation as per October 2012 Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (fourth edition)	Set by legislation as per October 2012 Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (fourth edition)	Set by legislation as per October 2012 Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (fourth edition)
Infrastructure Management & Operations	Highways	Highways	Charges in relation to works occupying the carriageway during period of overrun	Amount (£) each of first 3 days	Amount (£) each of first 3 days	
Infrastructure Management & Operations	Highways	Highways	Traffic -sensitive or protected street not in road categories 2, 3 or 4.	£5,000	£5,000	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Other streets not in road categories 2, 3 or 4.	£2,500	£2,500	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Traffic-sensitive or protected street in road category 2.	£3,000	£3,000	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Other street in road category 2.	£2,000	£2,000	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Traffic -sensitive or protected street in road category 3 or 4.	£750	£750	Set by National Legislation.

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Highways	Highways	Other street in road category 3 or 4.	£250	£250	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways		Amount (£) each subsequent day	Amount (£) each subsequent day	
Infrastructure Management & Operations	Highways	Highways	Traffic -sensitive or protected street not in road categories 2, 3 or 4.	£10,000	£10,000	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Other streets not in road categories 2, 3 or 4.	£2,500	£2,500	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Traffic-sensitive or protected street in road category 2.	£8,000	£8,000	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Other street in road category 2.	£2,000	£2,000	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Traffic -sensitive or protected street in road category 3 or 4.	£750	£750	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Other street in road category 3 or 4.	£250	£250	Set by National Legislation.
Infrastructure Management & Operations	Highways	Highways	Charges in relation to works outside the carriageway during period of overrun			
Infrastructure Management & Operations	Highways	Highways	Street not in road category 2, 3 or 4.	£2,500	£2,500	Set by National Legislation
Infrastructure Management & Operations	Highways	Highways	Street in road category 2.	£2,000	£2,000	Set by National Legislation

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Highways	Highways	Street in road category 3 or 4.	£250	£250	Set by National Legislation
Infrastructure Management & Operations	Highways	Highways	Charges in relation to Offences against Part 3 and 4 of the Traffic Management Act (2004)			
Infrastructure Management & Operations	Highways	Highways	Fixed Penalty Notices	£120 unless paid within 29 days then £80	£120 unless paid within 29 days then £80	Set by National Legislation
Infrastructure Management & Operations	Highways	Highways	Fixed Penalty Notices	£500 unless paid within 29 days then £300	£500 unless paid within 29 days then £300	Set by National Legislation
Infrastructure Management & Operations	Highways	Highways	Permit Fees in relation to Part 3 of the Traffic Management Act (2004)			
Infrastructure Management & Operations	Highways	Highways	Provisional Advanced Application	Road Category 0-2 or Traffic Sensitive £105	Road Category 0-2 or Traffic Sensitive £105	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Provisional Advanced Application	Road Category 3-4 and non Traffic Sensitive £75	Road Category 3-4 and non Traffic Sensitive £75	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Major Activity or requiring a TTRO	Road Category 0-2 or Traffic Sensitive £240	Road Category 0-2 or Traffic Sensitive £240	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Major Activity or requiring a TTRO	Road Category 3-4 and non Traffic Sensitive £150	Road Category 3-4 and non Traffic Sensitive £150	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Major Activity 4-10 days	Road Category 0-2 or Traffic Sensitive £130	Road Category 0-2 or Traffic Sensitive £130	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Major Activity 4-10 days	Road Category 3-4 and non Traffic Sensitive £75	Road Category 3-4 and non Traffic Sensitive £75	Set by Legal Order

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Highways	Highways	Major Activity upto 3 days	Road Category 0-2 or Traffic Sensitive £65	Road Category 0-2 or Traffic Sensitive £65	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Major Activity upto 3 days	Road Category 3-4 and non Traffic Sensitive £45	Road Category 3-4 and non Traffic Sensitive £45	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Standard Activity	Road Category 0-2 or Traffic Sensitive £130	Road Category 0-2 or Traffic Sensitive £130	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Standard Activity	Road Category 3-4 and non Traffic Sensitive £75	Road Category 3-4 and non Traffic Sensitive £75	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Minor Activity	Road Category 0-2 or Traffic Sensitive £65	Road Category 0-2 or Traffic Sensitive £65	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Minor Activity	Road Category 3-4 and non Traffic Sensitive £45	Road Category 3-4 and non Traffic Sensitive £45	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Immediate Activity	Road Category 0-2 or Traffic Sensitive £60	Road Category 0-2 or Traffic Sensitive £60	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Immediate Activity	Road Category 3-4 and non Traffic Sensitive £40	Road Category 3-4 and non Traffic Sensitive £40	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Permit Variation	Road Category 0-2 or Traffic Sensitive £45	Road Category 0-2 or Traffic Sensitive £45	Set by Legal Order
Infrastructure Management & Operations	Highways	Highways	Permit Variation	Road Category 3-4 and non Traffic Sensitive £35	Road Category 3-4 and non Traffic Sensitive £35	Set by Legal Order

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Highways	Highways	Works on Traffic Sensitive Streets carried out wholly outside Traffic Sensitive Times	30% discount on relevant permit fee as above	30% discount on relevant permit fee as above	Set by Legal Order

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Highways	Highways and Traffic Orders	Highways and Traffic Orders			
Infrastructure Management & Operations	Highways	Highways and Traffic Orders	TRO advertisement for Local Highway Improvement (LHI) schemes and community groups	£1,000 cost of the legal order	£1,000 cost of the legal order	
Infrastructure Management & Operations	Highways	Highways and Traffic Orders	TRO advertisement for Private / Third Party Funded Works, Businesses and other Private Bodies	£1,000 cost of the legal order £250 non-refundable, upfront payment to cover staff costs.	£1,000 cost of the legal order £250 non-refundable, upfront payment to cover staff costs.	
Infrastructure Management & Operations	Highways	Highways and Traffic Orders	Temporary road closures (Special Events)	£975 maximum cost of the legal order. £250 maximum staff cost per event - dependant on nature / type / size of	£975 maximum cost of the legal order. £250 maximum staff cost per event - dependant on nature / type / size of	
Infrastructure Management & Operations	Highways	Highways	Highways			
Infrastructure Management & Operations	Highways	Highways	Landowner deposits under Section 31(6) Highways Act 1980 and s15A Commons Act 2006	£365 deposit + £20 per declaration notice or officer time as advised at £61 per hour plus travel expenses @ 0.45p per	£365 deposit + £20 per declaration notice or officer time as advised at £61 per hour plus travel expenses @ 0.45p per	Web guidance available. Non-statutory charge made under relevant legislative provisions

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Highways	Highways	Highway record (List of Streets (s36(6) Highways Act 1980) and pending road adoptions)	Free	Free	Viewable at Shire Hall, Cambridge CB3 0AP upon appointment during normal office hours Digital list available here: http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records Interactive map available here: http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx?MapSource=CCC/AllMaps&tab=maps&Layers=AdoptedRoads,Section38Streets
Infrastructure Management & Operations	Highways	Highways	Highway boundary/extent records	Free	Free	Maps viewable at Shire Hall, Cambridge CB3 0AP upon appointment during normal office hours
Infrastructure Management & Operations	Highways	Highways	Commons and Village Greens	Free	Free	Registers viewable at Shire Hall, Cambridge CB3 0AP upon appointment during normal office hours. Digital version and guidance available here: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/344/protecting_and_providing_green_spaces
Infrastructure Management & Operations	Highways	Parking	Sunday			
			Saxon Road, Shelly Row, Sturton Street, Tenison Avenue, Tenison Road, Walnut Tree Avenue			

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Highways	Parking	Huntingdonshire			
Infrastructure Management & Operations	Highways	Parking	Parking fees	20p for 15 minutes Max stay= 1 hour	20p for 15 minutes Max stay= 1 hour	
Infrastructure Management & Operations	Highways	Parking	Excess Charge Notices	£60	£60	
Infrastructure Management & Operations	Waste Commissioning	Waste Commissioning	Waste			
Infrastructure Management & Operations	Waste Commissioning	Waste Commissioning	Household Asbestos Collection Charge	£6 per request, per one bag	£6 per request, per one bag	Online payment by debit or credit card
Infrastructure Management & Operations	Trading Standards	Trading Standards	Testing & Verification Fees			
Infrastructure Management & Operations	Trading Standards	Trading Standards	All equipment	£62 per hour (minimum charge £31)	£62 per hour (minimum charge £31)	
Infrastructure Management & Operations	Trading Standards	Trading Standards	If site visit required	Additional Charge of £62	Additional Charge of £62	

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Certificate of accuracy when requested following routine testing	£31.00	£31.00	
Infrastructure Management & Operations	Trading Standards	Trading Standards	Certificate of public weighbridge operators	£31.00	£31.00	
Infrastructure Management & Operations	Trading Standards	Trading Standards	Licensing Fees - Explosives			
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where a minimum separation distance is prescribed (1 year duration)	£185	£185	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where a minimum separation distance is prescribed (2 year duration)	£243	£243	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where a minimum separation distance is prescribed (3 year duration)	£304	£304	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where a minimum separation distance is prescribed (4 year duration)	£374	£374	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where a minimum separation distance is prescribed (5 year duration)	£423	£423	Fees set by Legislation 2016-17 charges take effect 6 April 2016

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where <u>NO</u> minimum separation distance is prescribed (1	£109	£109	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where <u>NO</u> minimum separation distance is prescribed (2 year duration)	£141	£141	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where <u>NO</u> minimum separation distance is prescribed (3	£173	£173	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where <u>NO</u> minimum separation distance is prescribed (4 year duration)	£206	£206	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	New application where <u>NO</u> minimum separation distance is prescribed (5 year duration)	£238	£238	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where a minimum separation distance is prescribed (1 year duration)	£86	£86	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where a minimum separation distance is prescribed (2 year duration)	£147	£147	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where a minimum separation distance is prescribed (3 year duration)	£206	£206	Fees set by Legislation 2016-17 charges take effect 6 April 2016

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where a minimum separation distance is prescribed (4 year duration)	£266	£266	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where a minimum separation distance is prescribed (5 year duration)	£326	£326	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where NO minimum separation distance is prescribed (1 year duration)	£54	£54	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where NO minimum separation distance is prescribed (2 year duration)	£86	£86	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where NO minimum separation distance is prescribed (3 year duration)	£120	£120	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where NO minimum separation distance is prescribed (4 year duration)	£152	£152	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Renewal of licence where NO minimum separation distance is prescribed (5 year duration)	£185	£185	Fees set by Legislation 2016-17 charges take effect 6 April 2016

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Varying name of licensee or address of site	£36	£36	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Any other kind of variation	Charged at a reasonable cost to the authority of having the work carried out	Charged at a reasonable cost to the authority of having the work carried out	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Transfer of licence or registration	£36	£36	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Replacement of licence or registration referred to above if lost	£36	£36	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Extended Fireworks Licence - Annual licence to sell fireworks outside the permitted periods as stated	£500	£500	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual Fee - Certificate to store Petroleum			
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (1 year duration)	£44	£44	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (2 year duration)	£88	£88	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (3 year duration)	£132	£132	Fees set by Legislation 2016-17 charges take effect 6 April 2016

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (4 year duration)	£176	£176	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (5 year duration)	£220	£220	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (6 year duration)	£264	£264	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (7 year duration)	£308	£308	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (8 year duration)	£352	£352	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (9 year duration)	£396	£396	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity not exceeding 2,500 litres (10 year duration)	£440	£440	Fees set by Legislation 2016-17 charges take effect 6 April 2016

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (1 year duration)	£60	£60	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (2 year duration)	£120	£120	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (3 year duration)	£180	£180	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (4 year duration)	£240	£240	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (5 year duration)	£300	£300	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (6 year duration)	£360	£360	Fees set by Legislation 2016-17 charges take effect 6 April 2016

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (7 year duration)	£420	£420	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (8 year duration)	£480	£480	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (9 year duration)	£540	£540	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 2,500 litres but not exceeding 50,000 litres (10 year duration)	£600	£600	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (1 year duration)	£125	£125	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (2 year duration)	£250	£250	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (3 year duration)	£375	£375	Fees set by Legislation 2016-17 charges take effect 6 April 2016

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (4 year duration)	£500	£500	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (5 year duration)	£625	£625	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (6 year duration)	£750	£750	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (7 year duration)	£875	£875	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (8 year duration)	£1,000	£1,000	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (9 year duration)	£1,125	£1,125	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee to keep petroleum spirit of a quantity exceeding 50,000 litres (10 year duration)	£1,250	£1,250	Fees set by Legislation 2016-17 charges take effect 6 April 2016
Infrastructure Management & Operations	Trading Standards	Trading Standards	Environmental Searches			
Infrastructure Management & Operations	Trading Standards	Trading Standards	Fees charged in respect of environmental searches carried out on request will include fees up to two hours	£62.00	£62.00	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Where environmental search requests are made that incur officer's time in excess of two hours, an additional charge of £30 per hour per officer, or part there of will be charged	£31.00	£31.00	
Infrastructure Management & Operations	Trading Standards	Trading Standards	Fees Payable for Approval			
Infrastructure Management & Operations	Trading Standards	Trading Standards	Manufacture only, or manufacture and placing on the market, of feed additives referred to in Article 10(1)(a) of Regulation 183/2005 other than those specified in Regulation 2(3), or of premixtures of such additives (Approvals)	£451 one off	£451 one off	Fees set by Legislation
Infrastructure Management & Operations	Trading Standards	Trading Standards	Placing on the market of feed additives referred to in Article 10(1)(a) of Regulation 183/2005 other than those specified in Regulation 2(3), or of premixtures of such (Approvals).	£226 one off	£226 one off	Fees set by Legislation
Infrastructure Management & Operations	Trading Standards	Trading Standards	Performing Animals			
Infrastructure Management & Operations	Trading Standards	Trading Standards	Fee for registration with Cambridgeshire to exhibit or train animals under the Performing Animal (Regulations) Act 1925	£62.00	£62.00	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Fee to view and take copies of the register of persons registered with Cambridgeshire under the Performing Animals (Regulations) Act 1925	£62 (pro rata per hour)	£62 (pro rata per hour)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Borrowing Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Books	Free	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Membership			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Membership card	Free	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Requests			
Infrastructure Management & Operations	Community & Cultural Services	Libraries		25-50 copies £10 internal, £20 external	25-50 copies £10 internal, £20 external	Pending Review
Infrastructure Management & Operations	Community & Cultural Services	Libraries		Over 50 copies £15 internal, £30 external	Over 50 copies £15 internal, £30 external	Pending Review
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Internet and Email			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Online reference resources	Free	Free	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Community & Cultural Services	Archives	Archives and Local Studies: Digitisation			
Infrastructure Management & Operations	Community & Cultural Services	Archives	Bulk scanning / large projects / volumes	Please discuss with technician	Please discuss with technician	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremonies-Marriage or CP #			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Room 1 (stat fee ceremonies)	£46	£46	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	General Search			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.31(2)(a), B&D Regn Act 1953; S.64(2)(a), Mge Act 1949- A general search in indexes in his/her office not exceeding 6 successive hours	£18	£18	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Certificates-Superintendent Registrar			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.31(2)(c), B&D Regn Act 1953; S.64(2)(c), Mge Act 1949- Issuing a standard certificate of birth, death or marriage	£10	£10	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.10, Savings Bank Act 1887, as amended; S.178(1), Factories Act 1961; S.124(3), Social Security Administration Act 1992, as amended; S.564(1), Education Act 1996- Issuing a certificate of birth, death or marriage for certain statutory purposes	£10	£10	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.33(1), B&D Regn Act 1953- Issuing a short certificate of birth	£10	£10	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Certificates- Registrar			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.32(c), B&D Regn Act 1953; S.63(1)(b), Mge Act 1949- Issuing a standard certificate of birth, death or marriage at the time of registration	£4	£4	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.32(c), B&D Regn Act 1953; S.63(1)(b), Mge Act 1949- Issuing a standard certificate of birth, death or marriage after the time of registration	£7	£7	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.10, Savings Bank Act 1887, as amended; S.178(1), Factories Act 1961; S.124(3), Social Security Administration Act 1992, as amended; S.564(1), Education Act 1996-Issuing a certificate of birth, death or marriage for certain statutory purposes at the time of registration	£4	£4	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.10, Savings Bank Act 1887, as amended; S.178(1), Factories Act 1961; S.124(3), Social Security Administration Act 1992, as amended; S.564(1), Education Act 1996-Issuing a certificate of birth, death or marriage for certain statutory purposes after the time of registration	£7	£7	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.33(1), B&D Regn Act 1953- One short certificate of birth issued at the time of registration	NIL	NIL	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.33(1), B&D Regn Act 1953- Any other short certificate of birth at the time of registration	£4	£4	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.33(1), B&D Regn Act 1953- Any other short certificate of birth after the time of registration	£7	£7	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Marriages-Superintendent Registrar			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.27(7), Mge Act 1949- Attending outside his/her office to be given notice of marriage of a house-bound or detained person	£46 (housebound), £67 (detained)	£46 (housebound), £67 (detained)	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.27(6), Mge Act 1949- Entering a notice of marriage in a marriage notice book	£35	£35	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.17(2), Marriage (Registrar			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	General's Licence) Act 1970- Entering a notice of marriage by Registrar General's Licence in a marriage notice book	£3	£3	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.51(2), Mge Act 1949- Attending a marriage at the residence of a house-bound or detained person	£84 (housebound), £94 (detained)	£84 (housebound), £94 (detained)	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.17(2), Marriage (Registrar General's Licence) Act 1970- Attending a marriage by Registrar General's licence	£2	£2	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.51(1A)(b), Mge Act 1949; Reg 12(6), The Marriages and Civil Partnerships	As set by the local authority	As set by the local authority	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Marriages- Registrar			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.51(1), Mge Act 1949- Attending a marriage at the register office	£46	£46	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.51(1), Mge Act 1949- Attending a marriage at a registered building or the residence of a house-bound or detained person	£86 (registered building), £81 (housebound), £88 (detained)	£86 (registered building), £81 (housebound), £88 (detained)	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.17(2), Marriage (Registrar General's Licence) Act 1970- Attending a marriage by Registrar General's Licence	£2	£2	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Certification for Worship and Registration for Marriage-Superintendent Registrar			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.5, Place of Worship Registration Act 1855- Certification of a place of meeting for religious worship	£28	£28	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.41(6), Mge Act 1949- Registration of a building for the solemnization of marriages between a man and a woman	£120	£120	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.43D Mge Act 1949- Registration of a building for the solemnization of marriages of same sex couples (building previously registered for the solemnisation of marriage between a man and a woman)	£64	£64	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.43D Mge Act 1949- Registration of a building for the solemnization of marriages of same sex couples (building not previously registered for the solemnisation of marriage between a man and a woman)	£120	£120	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.43D Mge Act 1949- Registration of a building for the solemnization of marriages of a man and a woman (building previously registered for the solemnisation of marriage between of same sex couples)	£64	£64	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	S.43D Mge Act 1949- Joint application for the registration of a building for the marriage of a man and woman and same sex couples	£120	£120	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Certificates			

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- For a certified copy	£4	£4	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- For a certified copy issued by a registration authority after the time of Registration	£10	£10	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- For a certified extract issued by a registration authority at the time of	£4	£4	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- For a certified extract	£10	£10	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- For a certified copy	£9.25	£9.25	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Notices			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- Attestation by an	£35	£35	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- Attendance of an	£47 (housebound), £68 (detained)	£47 (housebound), £68 (detained)	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- Attestation by an	£3	£3	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- Application to shorten the waiting period	£28	£28	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- Issue of Registrar-General's licence	£15	£15	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) &	£35	£35	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Registration			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- Signing by the civil	£46	£46	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- Attendance of the civil partnership registrar for the purpose of signing the civil partnership schedule for house-bound or detained person	£81 (housebound), £88 (detained)	£81 (housebound), £88 (detained)	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Civil Partnership Act 2004c.33, Pt 2 c.1s. 34(1) & 36(4)- Attendance of the	£2	£2	
Infrastructure Management & Operations	Community & Cultural Services	Coroners	Fee for disclosure after an inquest			
Infrastructure Management & Operations	Community & Cultural Services	Coroners	Document disclosed by a coroner by email to an interested person	No Fee	No Fee	Fees set by national legislation. We are not aware of any planned increases.
Infrastructure Management & Operations	Community & Cultural Services	Coroners	Document disclosed by a coroner as a paper copy to an interested person	11 pages or less= £5 Each subsequent page= 50p	11 pages or less= £5 Each subsequent page= 50p	
Infrastructure Management & Operations	Community & Cultural Services	Coroners	Document disclosed in any other medium than email or paper copy	£5 per document	£5 per document	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Infrastructure Management & Operations	Community & Cultural Services	Coroners	Transcription of an inquest hearing	361 words or less= £6.20 361-1439 words= £13.10 Every 72 words over 1440= 70p	361 words or less= £6.20 361-1439 words= £13.10 Every 72 words over 1440= 70p	
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste			
Strategy & Development	Growth & Economy	Growth and Economy	Statutory fees external applicants	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Statutory fees CCC applicants	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Full Applications (and First Submissions of Reserved Matters) Erection of buildings (not dwellings,	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Erection/alterations/replace ment of plant and machinery	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste- Applications other than Building Works			
Strategy & Development	Growth & Economy	Growth and Economy	Car parks, service roads or other accesses	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Waste (Use of land for disposal of refuse or waste materials or deposit of material remaining after extraction or storage of minerals)	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Operations connected with exploratory drilling for oil or natural gas	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Strategy & Development	Growth & Economy	Growth and Economy	Operations (other than exploratory drilling) for the winning and working of oil or natural gas	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Other operations (winning and working of minerals) excluding oil and natural gas	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Other operations (not coming within any of the above categories)	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	

ETE: Schedule of Statutory Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Strategy & Development	Growth & Economy	Growth and Economy	Other operations (winning and working of minerals) excluding oil and natural gas	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	As above	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Other operations (not coming within any of the	Set by Dept. for Communities and Local	Set by Dept. for Communities and Local	
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste-Lawful Development Certificate			
Strategy & Development	Growth & Economy	Growth and Economy	LDC – Existing Use - in breach of a planning condition	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	LDC – Existing Use LDC - lawful not to comply with a particular condition	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	LDC – Proposed Use	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste-Prior Approval			
Strategy & Development	Growth & Economy	Growth and Economy	Proposed Change of Use to State Funded School or Registered Nursery	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Proposed Change of Use of Agricultural Building to a State-Funded School or Registered Nursery	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste- Approval/Variation/ Discharge of Condition			
Strategy & Development	Growth & Economy	Growth and Economy	Application for removal or variation of a condition following grant of planning permission	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Request for confirmation that one or more planning conditions have been complied with	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Other Changes of Use of a building or land	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste- Application for a New Planning Permission to Replace an Extant Planning Permission			
Strategy & Development	Growth & Economy	Growth and Economy	Applications in respect of major developments	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Applications in respect of other developments	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste- Application for a Non-material Amendment Following a Grant of Planning Permission			
Strategy & Development	Growth & Economy	Growth and Economy	Applications in respect of other developments	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2016-17)
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste-Other Charges			
Strategy & Development	Growth & Economy	Growth and Economy	Site Monitoring fees	Set by Dept. for Communities and Local Gov	Set by Dept. for Communities and Local Gov	
Strategy & Development	Growth & Economy	Growth and Economy	Flood and Water - Ordinary watercourse consenting			
Strategy & Development	Growth & Economy	Growth and Economy	Ordinary water Consenting Charge	Set by Defra	Set by Defra	

ETE: Non-Statutory Schedule of Fees & Charges

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Licenses and Permits	Licenses and Permits			
Infrastructure Management & Operations	Highways	Licenses and Permits	Permission to deposit a skip on the highway	£31 for 14 days	£45 for 14 days	In line with Minor Works Permit Application
Infrastructure Management & Operations	Highways	Licenses and Permits	Fine for unauthorised skip on the highway	£152	£500	In line with FPN for working without a permit
Infrastructure Management & Operations	Highways	Licenses and Permits	Store Materials on the Highway	N/A	£45 for 14 days	Section 171 of Highways Act
Infrastructure Management & Operations	Highways	Licenses and Permits	Permission to erect scaffolding/hoarding over the highway	£110 for 30 days	£115 for 30 days	
Infrastructure Management & Operations	Highways	Licenses and Permits	Obligation to dispense with consent for erection of hoarding/fence	£110	£115	
Infrastructure Management & Operations	Highways	Licenses and Permits	Oversailing licence	£110	TBC	
Infrastructure Management & Operations	Highways	Licenses and Permits	Banner licence	£19	£45	In line with Minor Works Permit Application
Infrastructure Management & Operations	Highways	Licenses and Permits	Traffic counter licence	£19	£45	In line with Minor Works Permit Application

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Licenses and Permits	Street licences (chairs and tables)	£100 per sqm within Cambridge historic core are. £50 per sqm outside historic core and county wide. £250 minimum payment upfront to cover admin cost (to be deducted from the cost of the licence if application successful.	£100 per sqm within Cambridge historic core are. £50 per sqm outside historic core and county wide. £250 minimum payment upfront to cover admin cost (to be deducted from the cost of the licence if application successful.	
Infrastructure Management & Operations	Highways	Licenses and Permits	Streetworks Section 50 licences- apparatus on public highway	£480.00	£480 for upto 200m. Additional £150 / 200m over and above initial 200m. Bond is also required, details on application.	
Infrastructure Management & Operations	Highways	Licenses and Permits	Licence to Excavate Highway (Road Opening)	N/A	£210 upto 200m length. Additional £150 / 200m over and above initial 200m.	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways and Traffic Orders	Highways and Traffic Orders			
Infrastructure Management & Operations	Highways	Highways and Traffic Orders	Implementation of TRO's	Actual cost of work +20% admin fee (min charge £250)	Actual cost of work +20% admin fee (min charge £260)	
Infrastructure Management & Operations	Highways	Highways and Traffic Orders	Temporary road closures	£975 maximum. Reduced fee if not deemed necessary to advertise in press	£1000 maximum. Reduced fee if not deemed necessary to advertise in press	
Infrastructure Management & Operations	Highways	Highways and Traffic Orders	Emergency road closures	£700	£700	
Infrastructure Management & Operations	Highways	Highways	Other Charges			
Infrastructure Management & Operations	Highways	Highways	Private works, including clearance of debris following accident	Actual cost of work + 20% administration / supervision fee (with a minimum charge of £117)	Actual cost of work + 20% administration / supervision fee (with a minimum charge of £117)	
Infrastructure Management & Operations	Highways	Highways	Private works - Third Party Requests	Actual cost of work + 20% administration / supervision fee (with a minimum charge of £117)	Actual cost of work + 20% administration / supervision fee (with a minimum charge of £119)	
Infrastructure Management & Operations	Highways	Highways	Dropped crossings	£183 upfront charge if application is unsuccessful then £110 refunded	£183 upfront charge if application is unsuccessful then £110 refunded	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Access Protection Markings	107.52 inc VAT (£89.60 plus VAT)	107.52 inc VAT (£89.60 plus VAT)	
Infrastructure Management & Operations	Highways	Highways	Section 142 Licence to Cultivate	£107.00	£107.00	
Infrastructure Management & Operations	Highways	Highways	Removal of obstructions/Reinstatement of ploughed/cropped paths	£157.00	£157.00	
Infrastructure Management & Operations	Highways	Highways	Tourist signs	Actual cost of work + 20% administration / supervision fee (minimum, upfront charge of £253)	Actual cost of work + 20% administration / supervision fee (minimum, upfront charge of £260)	
Infrastructure Management & Operations	Highways	Traffic Signals	Traffic Signals			
Infrastructure Management & Operations	Highways	Traffic Signals	Charge for switching off or on traffic lights for roadworks, between 06:00hrs to 22:00hrs weekdays	£160.24 per off or on	£160.24 per off or on	Rate fixed by Cambridgeshire County Council but work arranged with and paid directly to supplier
Infrastructure Management & Operations	Highways	Traffic Signals	Charge for switching off or on traffic lights for roadworks, between 22:00hrs to 06:00hrs weekdays and at all times during the weekend	£192.29 per off or on	£192.29 per off or on	Rate fixed by Cambridgeshire County Council but work arranged with and paid directly to supplier

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Traffic Signals	Charges for traffic signal data	£114.00	£116.00	
Infrastructure Management & Operations	Highways	Traffic Signals	Commutated sums for traffic signals and ITS systems	Charge to be finalised, but approximately: £50,000 per junction / £30,000 per crossing	Price on application, dependent on size and type of asset. Based on 20 years of maintenance costs plus one full refurbishment	
Infrastructure Management & Operations	Highways	Traffic Signals	Vetting of Traffic Signal Designs	5% of traffic signal, associated equipment and system costs	5% of traffic signal, associated equipment and system costs	
Infrastructure Management & Operations	Highways	Traffic Signals	Traffic Signal Factory Acceptance Test (FAT), Site Acceptance Test (SAT) and joint post commissioning monitoring	2.5% of traffic signal and associated equipment and systems cost.	2.5% of traffic signal and associated equipment and systems cost.	
Infrastructure Management & Operations	Highways	Traffic Signals	Traffic signal pre-application input	£47 + VAT	£47 + VAT	
Infrastructure Management & Operations	Highways	Road Safety	Road Safety			

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Road Safety	Safety Comments report	£274 for standard small schemes.	£279 for standard small schemes.	
Infrastructure Management & Operations	Highways	Road Safety	Road Safety Audit stage 1 (Or review of audit)	£409 - £1,363 plus mileage. For highways works in excess of £1million individual quote will be prepared.	£416 - £1,386 plus mileage. For highways works in excess of £1million individual quote will be prepared.	
Infrastructure Management & Operations	Highways	Road Safety	Road Safety Audit stage 2 (Or review of audit)	£409 - £1,363 plus mileage. For highways works in excess of £1million individual quote will be prepared.	£416 - £1,386 plus mileage. For highways works in excess of £1million individual quote will be prepared.	
Infrastructure Management & Operations	Highways	Road Safety	Road Safety Audit stage 3 (Or review of audit)	£682 - £1,840 plus mileage. For highways works in excess of £1million individual quote will be prepared.	£694 - £1,871 plus mileage. For highways works in excess of £1million individual quote will be prepared.	
Infrastructure Management & Operations	Highways	Road Safety	Road Safety Engineer (Investigations, road safety advice or participation in)	£68/hr	£69/hr	
Infrastructure Management & Operations	Highways	Road Safety	Crash Car resource	Schools/Colleges FOC FULL DAY £495 Half day (<4hrs) £350 + mileage for out of county	Schools/Colleges FOC FULL DAY £495 Half day (<4hrs) £350 + mileage for out of county	
Infrastructure Management & Operations	Highways	Road Safety	Driver Training – including MiDAS, defensive driver training, driver workshops and other bespoke packages for businesses.	£50 - £250 pp bespoke packages £POA	£50 - £250 pp bespoke packages £POA	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Road Safety	Other road safety resources (inc. Calorie Gallery, Batak & Carbometer)	Schools/Colleges FOC FULL DAY £395 Half day (<4hrs) £275 + mileage for out of county	Schools/Colleges FOC FULL DAY £395 Half day (<4hrs) £275 + mileage for out of county	
Infrastructure Management & Operations	Highways	Highways	Highways			
Infrastructure Management & Operations	Highways	Highways	Service requested which is not listed below	Quotation will be provided. Enhanced service: £73.20 per officer hour (inc VAT) EIR: £50 per officer hour	Quotation will be provided. Enhanced service: £73.20 per officer hour (inc VAT) EIR: £50 per officer hour	Enquire online at http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches
Infrastructure Management & Operations	Highways	Highways	Certified copy of Definitive Map/highway record/ Common or Village Green	£55.20 (inc VAT), by post or by email (pdf)	£55.20 (inc VAT), by post or by email (pdf)	Non-statutory charge made under relevant legislative provisions Enhanced service Copy of relevant document certified that it is a true copy of the actual legal record
Infrastructure Management & Operations	Highways	Highways	Highway boundary/extent/status enquiries (Advice including site surveys, documentation and written advice provided as applicable)	£73.20 per officer hour (inc VAT), plus travelling expenses @45p per mile (+ VAT)	£73.20 per officer hour (inc VAT), plus travelling expenses @45p per mile (+ VAT)	Enhanced service For further information and to apply, please see http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Section 38/278 HA80 or s106 TCPA90 agreements for road adoption or development	£135	£135	Amendment of the legal highway record and records management (charged at sealing of Agreement)
Infrastructure Management & Operations	Highways	Highways	Copy of s38/278 HA80 road adoption agreement or s106 TCPA90 affecting highway	<p>Paper copy by post - £13, by email (pdf) - £3</p> <p>Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days: £4.80 by email (pdf) or post (inc VAT).</p> <p>EIR: Document only, no check. Supplied within 20 working days: £3.35 by email (pdf) or post.</p>	<p>Paper copy by post - £13, by email (pdf) - £3</p> <p>Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days: £4.80 by email (pdf) or post (inc VAT).</p> <p>EIR: Document only, no check. Supplied within 20 working days: £3.35 by email (pdf) or post.</p>	Document only, no advice. Non-statutory charge made under relevant legislative provisions
Infrastructure Management & Operations	Highways	Highways	Section 25/118/119 Highways Act 1980 Public Path Order applications (with certification)	£5,088 admin fee (inc VAT) + cost of newspaper notices + travel expenses (45p/mile + VAT). If order is contested and has to	£5,088 admin fee (inc VAT) + cost of newspaper notices + travel expenses (45p/mile + VAT). If order is contested and has to	Web guidance available. Non-statutory charge made under relevant legislative provisions

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Section 257 Town & Country Planning Act 1990 Public Path Order applications	£5,328 (inc VAT) admin fee + cost of newspaper notices + travelling expenses (45p/mile +VAT). If order is contested and has to be sent to the Secretary of State for determination, officer time will be charged @ £61/hr to that point in the process.	£5,328 (inc VAT) admin fee + cost of newspaper notices + travelling expenses (45p/mile +VAT). If order is contested and has to be sent to the Secretary of State for determination, officer time will be charged @ £61/hr to that point in the process.	Web guidance available. Non-statutory charge made under relevant legislative provisions. Cambridgeshire County Council undertakes these applications on behalf of most district councils. Please contact us for advice.

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Section 116 Highways Act 1980 stopping up/diversion of highway applications (Used to stop up or divert any class of highway)	<p>Stage 1: Initial scoping enquiry - free.</p> <p>Stage 2: Enhanced service Fee of £1098 (inc VAT) for advice, drafting of Order plan; travelling expenses at 45p/mile (+ VAT).</p> <p>Stage 3: Legal fee of c.£2,500 – 4,500, plus officer time @ £73.20/hr (inc VAT) if required and disbursements</p> <p>Stage 4: The registration of the order on County Council's legal record upon successful completion including archiving of file will cost £135. Charged together with Stage 3 costs.</p>	<p>Stage 1: Initial scoping enquiry - free.</p> <p>Stage 2: Enhanced service Fee of £1098 (inc VAT) for advice, drafting of Order plan; travelling expenses at 45p/mile (+ VAT).</p> <p>Stage 3: Legal fee of c.£2,500 – 4,500, plus officer time @ £73.20/hr (inc VAT) if required and disbursements</p> <p>Stage 4: The registration of the order on County Council's legal record upon successful completion including archiving of file will cost £135. Charged together with Stage 3 costs.</p>	<p>Hyperlink for enhanced service: http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches</p>

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	<p>Section 247 Town & Country Planning Act 1990 Stopping up/diversion of highway applications; (Used to stop up or divert highway affected by development)</p> <p>For guidance and information on how to apply please see below:</p> <p>http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p>	<p>Stage 1: Initial scoping enquiry - free.</p> <p>Stage 2: Enhanced service Fee of £1098 (inc VAT) for advice, drafting of Order plan; travelling expenses at 45p/mile (+ VAT).</p> <p>Stage 3: undertaken by Secretary of State. If further officer advice is required this will be charged at £73.20/hr (inc VAT).</p> <p>Stage 4: Post-completion of order fee for registration on County Council's legal record £61 (no VAT).</p>	<p>Stage 1: Initial scoping enquiry - free.</p> <p>Stage 2: Enhanced service Fee of £1098 (inc VAT) for advice, drafting of Order plan; travelling expenses at 45p/mile (+ VAT).</p> <p>Stage 3: undertaken by Secretary of State. If further officer advice is required this will be charged at £73.20/hr (inc VAT).</p> <p>Stage 4: Post-completion of order fee for registration on County Council's legal record £61 (no VAT).</p>	
Infrastructure Management & Operations	Highways	Highways	CON29R - Full search	Enhanced service fee (guaranteed; 3 days): £4	Enhanced service fee (guaranteed; 3 days): £4	
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu2.1 (a,b,c,d) Roads adopted	<p>Enhanced service fee (guaranteed; 3 days): £4</p> <p>EIR fee (supply only; within 20 days): £3.35</p>	<p>Enhanced service fee (guaranteed; 3 days): £4</p> <p>EIR fee (supply only; within 20 days): £3.35</p>	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu2.2 Public Rights of Way crossing/abutting land	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu2.3 Plan showing Public Rights of Way	£15	£15	
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu2.4 Pending applications to record PROW	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu2.5 Pending orders to stop-up, divert, create, extinguish PROW	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu3.2 Land required for road works	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu3.3 Drainage matters	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu3.4 (a,b,c,d,e,f) Nearby road schemes	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu3.5 Nearby railway schemes	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu3.6 (a,b,c,d,e,f,g,h,i,j,k,l) Traffic Schemes	Enhanced service fee (guaranteed; 3 days): £5 EIR fee (supply only; within 20 days): £4.20	Enhanced service fee (guaranteed; 3 days): £5 EIR fee (supply only; within 20 days): £4.20	
Infrastructure Management & Operations	Highways	Highways	CON29R - Qu3.7e Outstanding notices - highways	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON29R - additional questions	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON29O - Qu5.1 - Public Paths or Byways	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	CON290 - Qu5.2 - Map showing Public Paths	Enhanced service fee (guaranteed; 3 days): £12 EIR fee (supply only; within 20 days): £10	Enhanced service fee (guaranteed; 3 days): £12 EIR fee (supply only; within 20 days): £10	
Infrastructure Management & Operations	Highways	Highways	CON290 - Qu17 Mineral consultation areas	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON290 - Qu22 Common ground + town/village green	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	CON290 - Qu22 Flood defense and land drainage consents	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	
Infrastructure Management & Operations	Highways	Highways	CON290 - Qu23.2 Registration of landowner deposits under S15A Commons Act 2006 or 31A HA80	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	Enhanced service fee (guaranteed; 3 days): £4 EIR fee (supply only; within 20 days): £3.35	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Pre-Application Planning Advice - Category 1 (Consideration of proposed development; discussion of specific PROW issues with site; provision of written advice including legal mechanisms required for any changes to PROW network, map from legal record.)	Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided. Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement	Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided. Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement	See initial Guidance and checklist for public path order applicants on website under 'Highways Act 1980' at http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Pre-Application Planning Advice - Category 2	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	See initial Guidance and checklist for public path order applicants on website under 'Highways Act 1980' at http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Pre-Application Planning Advice - Category 3	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	See initial Guidance and checklist for public path order applicants on website under 'Highways Act 1980' at http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Pre-Application Planning Advice - Category 4	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	See initial Guidance and checklist for public path order applicants on website under 'Highways Act 1980' at http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Pre-Application Planning Advice - Category 5	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	See initial Guidance and checklist for public path order applicants on website under 'Highways Act 1980' at http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Pre-Application Planning Advice - Category 6	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	<p>Charged at £73.20 (inc VAT) per officer hour, starting at £270 (inc VAT). Work required will be assessed and a quotation provided.</p> <p>Please make your request at http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/116/highway_records</p> <p>Legal work to permanently change the network is separately chargeable in accordance with the County Council's guidance: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement</p>	See initial Guidance and checklist for public path order applicants on website under 'Highways Act 1980' at http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Highway boundary/extent extracts: Enhanced Service Document only; will be checked as being correct. Supplied within 3 working days	Please pay online at: http://www.cambridgeshire.gov.uk/highwaysearches using the 'Pre-agreed fee' option. Answer from database by email (pdf): £27.60 (inc VAT) Answer from database by post: £33.60 (inc VAT)	Please pay online at: http://www.cambridgeshire.gov.uk/highwaysearches using the 'Pre-agreed fee' option. Answer from database by email (pdf): £27.60 (inc VAT) Answer from database by post: £33.60 (inc VAT)	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	<p>EIR - Highway boundary/extent extracts: Enhanced Service</p> <p>Document only; no check. Supplied within 20 working days</p>	<p>Please pay online at: http://www.cambridgeshire.gov.uk/highwaysearches using the 'Pre-agreed fee' option.</p> <p>Answer from database by email (pdf): £19</p> <p>Answer from database by post: £23</p> <p>Answer requiring physical retrieval from archives by email (pdf): £50</p> <p>Answer requiring physical retrieval from archives by post: £53</p>	<p>Please pay online at: http://www.cambridgeshire.gov.uk/highwaysearches using the 'Pre-agreed fee' option.</p> <p>Answer from database by email (pdf): £19</p> <p>Answer from database by post: £23</p> <p>Answer requiring physical retrieval from archives by email (pdf): £50</p> <p>Answer requiring physical retrieval from archives by post: £53</p>	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Certified copy of extract of List of Streets/highway records	Enhanced service: copy of relevant documentation certified that it is a true copy of the actual legal record: £55.20 (inc VAT) by email (pdf) or post.	Enhanced service: copy of relevant documentation certified that it is a true copy of the actual legal record: £55.20 (inc VAT) by email (pdf) or post.	
Infrastructure Management & Operations	Highways	Highways	Public Rights of Way on the Definitive Map & Statement and orders relating to the same	Free	Free	Viewable at Shire Hall, Cambridge CB3 0AP upon appointment during normal office hours Digital version and guidance available here: http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/199/definitive_map_and_statement

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Copy of extract of the Definitive Map & Statement (including Public Path Orders and other deeds relating to the same)	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days. £18 (inc VAT) by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days. £12.50 by email (pdf) or post	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days. £18 (inc VAT) by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days. £12.50 by email (pdf) or post	
Infrastructure Management & Operations	Highways	Highways	Public Rights of Way enquiries - advice (Written advice and documentation provided as applicable)	Enhanced service: £73.20 per hour (inc VAT), plus travel expenses @ 45p per mile (+VAT). Quotation will be provided.	Enhanced service: £73.20 per hour (inc VAT), plus travel expenses @ 45p per mile (+VAT). Quotation will be provided.	For further information and to apply please see http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Section 25/118/119 Highways Act 1980 Public Path Order applications (no certification)	Enhanced service: £4,830 admin fee (inc VAT) plus travel expenses @ 45p per mile (+VAT) and cost of newspaper notices.	Enhanced service: £4,830 admin fee (inc VAT) plus travel expenses @ 45p per mile (+VAT) and cost of newspaper notices.	These orders are used to create, stop up or divert a public right of way where no certification for works is required.
Infrastructure Management & Operations	Highways	Highways	Corrective applications for Commons & Town/Village Greens under Commons Act 2006	<p>Unopposed applications: £3,516 (inc VAT), plus disbursements (legal advice if required; travelling expenses @ 45p/mile (+ VAT); legal Notices).</p> <p>Opposed applications: £3,516 (inc VAT), plus officer time charged at £73.20/hr (inc VAT) and legal fees including barrister if public inquiry required, plus disbursements (travel, legal Notices, hire of hall)</p>	<p>Unopposed applications: £3,516 (inc VAT), plus disbursements (legal advice if required; travelling expenses @ 45p/mile (+ VAT); legal Notices).</p> <p>Opposed applications: £3,516 (inc VAT), plus officer time charged at £73.20/hr (inc VAT) and legal fees including barrister if public inquiry required, plus disbursements (travel, legal Notices, hire of hall)</p>	Applications to amend the Register of Commons or Village Greens

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Copy or extract of the Commons Register or Town & Village Greens Register	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days: £18 by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days: £12.50 by email (pdf) or post	Enhanced service: Document only; will be checked as being correct. Supplied within 3 working days: £18 by email (pdf) or post EIR: Document only, no check. Supplied within 20 working days: £12.50 by email (pdf) or post	
Infrastructure Management & Operations	Highways	Highways	Certified copy of extract of Commons Register or Town & Village Greens Register	Enhanced service: Copy of relevant document certified that it is a true copy of the actual legal record: £55.20 (inc VAT) by post or email (pdf)	Enhanced service: Copy of relevant document certified that it is a true copy of the actual legal record: £55.20 (inc VAT) by post or email (pdf)	
Infrastructure Management & Operations	Highways	Highways	Public Rights of Way Digital Dataset	£109.80 (inc VAT)	£109.80 (inc VAT)	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Highways	Commons & Village Greens enquiries - advice Written advice and documentation provided as applicable	Enhanced service For further information and to apply, please see: http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches £73.20 per officer hour (inc VAT); quotation will be provided	Enhanced service For further information and to apply, please see: http://www.cambridgeshire.gov.uk/info/20092/business_with_the_council/573/highway_searches £73.20 per officer hour (inc VAT); quotation will be provided	
Infrastructure Management & Operations	Highways	Parking	Band 1: Free School Lane, King Street, Manor Street, Trumpington Street (north of Silver Street)	50p for 10 minutes. Max stay = 1 hour. 8.30 to 18.30	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 2: Jesus Lane, Park Terrace Sun St	60p for 15 minutes. Max stay= 2 hours. 8:30 to 18:30	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 3: Brookside, Lensfield Road, Regent Street , Tennis Court Road, Trumpington Street (south of Silver Street)	50p for 10 minutes. Max stay = 2 hours. 8.30 to 18.30	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 4: Newnham Road (west side near Maltings Lane), Queen's Road	60p for 15 minutes. Max stay= 4 hours. M-F 9:30 to 17:00. S 9:00 to 17:00	Waiting Review	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Parking	Band 5: Bateman Street, Canterbury Street, Castle Street, Chesterton Road, Devonshire Road (Tenison Rd) Emery Street, Ferry Path, Glisson Road,(Mill St) Gwydir Street (Mill Rd), Hamilton Rd, Histon Road,(Hairdressers), Mawson Road, Mill Street, Norfolk Street, Northampton Street, Panton Street, Pemberton Terrace, Pound Hill, Russell Street, St. Barnabas Road, Tenison Road (north of George Pateman Court), Mill Road Council Depot Access Road	50p for 30 minutes. Max stay= 2 hours. 9:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 6: Abbey Rd, Arthur St, DeFreville Ave, Devonshire Rd (Mill Rd),Fisher St, Gwydir St (Cambridge Blue), Harvey Rd,Histon Rd (Jct Victoria Rd), Holland St, Humberstone, Kingston St, Montague Rd, Norwich St, Ravensworth Gardens, Russell Court, St Pauls Rd, St Peter's St, Shelly Row	50p for 30 minutes. Max stay= 4 hours. 9:00 to 17:00	Waiting Review	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Parking	Band 7: Priory Rd, Saxon Rd, Tenison Ave,	50p for 30 minutes. Max stay= 8 hours. 9:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 8: Gresham Road, Newnham Road (adjacent to Lammas Land), West Road,	50p for 30 minutes. Max stay= 4 hours. 9:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 9: Aylestone Rd, Lady Margret, Mount Pleasant, Newnham Walk Ridley Hall Rd, Sidgewick Ave, Wordsworth Grove	50p for 30 minutes. Max stay= 8 hours. 9:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 10: Chesterton Road (outside numbers 34 to 46) Milton Road (Mitcham's Corner) layby adjacent to Springfield Road	20p for 15 minutes. Max stay= 1 hour. 9:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 11: Clarendon Road, Cutter Ferry Close, Shaftesbury Road, Station Road, Trumpington Road, Union Road Huntingdon Road, Broad Street, River Lane, Riverside, Walnut Tree Avenue St. Matthew's Street, Sturton Street, Tenison Road (south of George Pateman Court)	50p for 30 minutes. Max stay= 8 hours. 9:00 to 17:00	Waiting Review	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Parking	Band 12: Bentley Road, Newton Road	10p for 15 minutes. Max stay= 30 minutes. 7:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 13: Parkside (o/s nos. 37-38)	50p for 20 minutes. Max stay= 20 minutes. 9:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Sunday		Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 1: Free School Lane, King Street, Manor Street, Trumpington Street (north of Silver Street)	50p for 15 minutes. Max stay= 2 hours. 9:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 2: Brookside, Lensfield Road, Regent Street (south of Park Terrace), Tennis Court Road, Trumpington Street (south of Silver Street) Park Terr	50p for 15 minutes. Max stay= 4 hours. 9:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 3: Bateman St, Castle St, Chesterton Rd, Gresham Rd, Jesus Lane, Mill Rd, Newmarket St	50p for 30 minutes. Max stay= 4 hours. 9:00 to 17:00	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Band 4: Broad St, Cutter Ferry Close, Lady Margret Road, Mount Pleasant, Newnham Walk, Ridley Hall Rd, Sidgewick Avenue, Station Rd, Trumpington Rd, Union Rd, Wordsworth Grove	50p for 30 minutes. Max stay= 8 hours. 9:00 to 17:00	Waiting Review	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Parking	Band 5: Abbey Road, Arthur Street, Aylestone Road, Beche Road, Bentley Road, Canterbury Street, Chesterton Road (outside 170), Clarendon Road, DeFreville Avenue, Devonshire Road, Emery Street, Ferry Path, Fisher Street, Glisson Road, Gwydir Street, Hamilton Road, Harvey Road, Histon Road, Holland Street, Humberstone Road, Huntingdon Road, Kingston Street, Mawson Road, Mill Road (Council Depot), Mill Street, Montague Road, Newton Road, Norfolk Street, Parkside, Priory Road, Ravensworth Gardens, River Lane, Riverside, Shaftsbury Road, St Barnabas Road, St Paul's Road, St Peter's Street, St Matthew's Street Saxon Road, Shelly Row,	Free	Waiting Review	
			Saxon Road, Shelly Row, Sturton Street, Tenison Avenue, Tenison Road, Walnut Tree Avenue		Waiting Review	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Parking	Permits- Resident		Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Benson		Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Kite	Car= £81, Bike= £40.50	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Brunswick	Car= £81, Bike= £40.50, Business= £121.50	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Castle Hill	Car= £52, Bike= £26, Business= £78	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	De Freville	Car= £52, Bike= £26, Business= £78	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Guest	Car= £76, Bike= £38, Business= £114	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Newtown	Car= £81, Bike= £40.50, Business= £121.50	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Park Street	Car= £81, Bike= £40.50, Business= £121.50	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Petersfield	Car= £52, Bike= £26, Business= £78	Waiting Review	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Parking	Regent Terrace	Car= £81, Bike= £40.50	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Riverside	Car= £52, Bike= £26, Business= £78	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Shaftesbury	Car= £52, Bike= £26, Business= £78	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Tenison	Car= £70, Bike= £35, Business= £105	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	West Cambridge	Car= £52, Bike= £26	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Permits		Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Visitors	£8	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Ely	£26	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Medical	£64.50 per space (35 space)	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Dispensations- medical	£25 per annum. £10 per replacement or change of details.	Waiting Review	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Parking	Dispensations- manual	£50	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Car Club	£52	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Waiver	£20 per vehicle per day.	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Other		Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Adhoc bollard manning	£25 per hour	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Penalty charge notices	£50 or £70 depending on the contravention	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Parking Suspensions	First day: £25 per bay per day	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Huntingdonshire		Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Parking fees	20p for 15 minutes Max stay= 1 hour	Waiting Review	
Infrastructure Management & Operations	Highways	Parking	Excess Charge Notices	£60	Waiting Review	

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Highways	Street lighting	Street lighting			
Infrastructure Management & Operations	Highways	Street lighting	Admin fee to parish and district councils	10% of cost of energy use	Parishes - 15%; Fenland - 5%	
Infrastructure Management & Operations	Highways	Highways	Asset Planning Fee	£135 (Fee was implemented on 1 January 2016)		

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Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Trading Standards	Trading Standards	Primary Authority Fees			
Infrastructure Management & Operations	Trading Standards	Trading Standards	Annual fee of 4 hours; to include 3 hours of bespoke business advice, with the balance contributing to the overall management of the scheme.	£248.00	£248.00	
Infrastructure Management & Operations	Trading Standards	Trading Standards	Work undertaken under the formal Primary Authority Agreement	£62 p/hr	£62 p/hr	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Borrowing Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	eBooks	Free	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Magazines	Free	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	eMagazines/eNewspapers	Free	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Home energy meter	Free	Free	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Audio book or language course- junior/ young adult	Free	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Audio book and language course	£1.50	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	eAudio book	Free	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	DVD/Blu Ray	£2	£1	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Premium DVD	£2.75	N/A	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Short DVD	£1.30	£1.00	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Music CD	£1.10	£1.10	Upfront payment required
Infrastructure Management & Operations	Community & Cultural Services	Libraries	CD Rom	£3 per disc	£3 per disc	Upfront payment required

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Overdue Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Books and magazines- Junior	5p per day (maximum £1)	5p per day (maximum £1)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Books and magazines- Adult	25p per day (maximum £5.15)	25p per day (maximum £5)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	eBooks/eMagazines/eNews papers	N/A	N/A	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Audio book or language course- Junior	5p per day (maximum £1)	5p per day (maximum £1)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Audio book or language course- Adult	60p per day (maximum £12)	65p (maximum £13)	minimum increase in overdue fees is 5p because of automated machines accepting coinage
Infrastructure Management & Operations	Community & Cultural Services	Libraries	eAudio book	N/A	N/A	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Premium DVD	£1 per day (maximum £20)	N/A or £1 per day (maximum £20)	No new DVDs planned for 17/18 with reduction in funds
Infrastructure Management & Operations	Community & Cultural Services	Libraries	DVD/ Blu Ray	65p per day (maximum £13)	65p per day (20p per short) (Maximum £13 or £5 short)	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Short DVD	20p per day (maximum £5.15)	20p per day (maximum £40)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Music CD	40p per day (maximum £8.24)	45p per day (Max. £9)	minimum increase in overdue fees is 5p because of automated machines accepting coinage
Infrastructure Management & Operations	Community & Cultural Services	Libraries	CD Rom	75p per day (maximum £15)	75p per day (maximum £15)	minimum increase in overdue fees is 5p because of automated machines accepting coinage
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Membership			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Replacement card-adult/junior	£1.50/£1	£2.00/£1.00	Increase on adult replacement ticket only
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Lost/damaged loan items	Please ask staff	Please ask staff	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Reading Groups	N/A	£30 per group per annum	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Requests			

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Vocal scores	Under 25 copies £5 internal, £10 external	Under 25 copies £10 internal, £20 external	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Vocal scores	Under 25 copies £5 internal, £10 external	25 - 50 copies £20 internal, £40 external	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Vocal scores	Under 25 copies £5 internal, £10 external	Over 50 copies £30 internal, £60 external	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Items not in Cambridgeshire stock	£7.50	£8.00	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	British Library Loan	N/A	£13.85	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Reservation of Cambridgeshire adult stock	£1.00	£1.00	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Reservation of SPINE stock	N/A	£2.00	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Printing and Copying			

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	A4 black and white	10p	20p	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	A4 colour	50p	70p	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	A3 black and white (copying only)	20p	40p	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	A3 colour (copying only)	£1	£1.20	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	A4 microfilm	50p	70p	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Fax			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	UK first page/ extra page	£1.10/ 60p	£1.20/65p	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Europe first page/ extra page	£2/ 85p	£2.20/95p	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	World first page/ extra page	£2.50/ £1	£2.75/£1.10	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Receiving first page/ extra page	50p/ 20p	55p/25p	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Internet and Email			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Online reference resources	N/A	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Internet and email access	Free	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Wi-Fi access	Free	Free	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Events			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Adult	50p suggested donation	£1 suggested donation	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Children	50p suggested donation	50p suggested donation	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Central Library-Cambridge Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£19.00 ph (commercial), £13.50ph (Council partner), £11.00 ph (community)	£20.00 ph (commercial) £14.00 ph (Council partner) £11.50 ph (community)	5% rounded to nearest 50p
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 2	£19.00 ph (commercial), £13.50ph (Council partner), £11.00 ph (community)	£20.00 ph (commercial) £14.00 ph (Council partner) £11.50 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 3	£32.50ph (commercial), £21.50 ph (council partner), £19.00ph	£33.50 ph (commercial) £22.50 ph (Council partner) £20.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Conference room	£38.00ph (Commercial), £27.00 ph (Council partner), £21.50 (community)	£39.00 ph (commercial) £28.50 ph (Council partner) £22.50 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Exhibition space	£140.50 pw (commercial), £108.00pw (Council partner) £86.50pw (community)	£149 pw (commercial) £113.50 pw (Council partner) £90.50 pw (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Chatteris Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£16.00ph (commercial), £11.00ph (council partner), £6.50 ph (Community)	£17.00 ph (commercial) £11.50 ph (Council partner) £7.00 ph (community)	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Cherry Hinton Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Community Space	N/A	£5.50 ph (not for profit groups in the local community) £11.00 ph (all other bookings)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Ely Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£16.00ph (commercial), £11.00ph (council partner), £6.50 ph (Community)	£17.00 ph (commercial) £11.50 ph (Council partner) £7.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Interview room 1	£11.00 ph (commercial), £6.50ph (council partner), £4.00 ph (community)	£11.50 ph (commercial) £7.00 ph (Council partner) £5.50 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Huntingdon Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£13.50 ph (Commercial), £8.50ph (council partner), £5.50 ph (Community)	£17.00 ph (commercial) £11.50 ph (Council partner) £7.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 2	£16.00 (Commercial), £11.00 (Council Partner), £6.50 (Community)	£11.50 ph (commercial) £7.00 ph (Council partner) £5.50 ph (community)	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1 and 2	£18.50 ph (commercial), £13.00 ph (council partner), £7.50 ph (community)	£20.00 ph (commercial) £14.00 ph (Council partner) £8.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Interview Room 1	N/A	£11.50 ph (commercial) £7.00 ph (Council partner) £5.50 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Exhibition space	£65.00pw (commercial), £43.50 (Council Partner), £32.50 pw (Community)	£57.00 pw (commercial) £45.50 pw (Council partner) £34.00 pw (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Community Space	N/A	£17.00 ph (commercial) £11.50 ph (Council partner) £7.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	March Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£16.00 (Commercial), £11.00 (Council Partner), £6.50 (Community)	£17.00 ph (commercial) £11.50 ph (Council partner) £7.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Interview room	£11.00 ph (commercial), £6.50 ph (Council partner), £4.00 (community)	£11.50 ph (commercial) £7.00 ph (Council partner) £5.50 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Milton Road Library Room Hire Charges			

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Community Space	N/A	£7.50 (all bookings)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Ramsey Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£16.00ph (commercial), £11.00ph (council partner), £6.50 ph (Community)	£17.00 ph (commercial) £11.50 ph (Council partner) £7.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Interview room	£11.00 ph (commercial), £6.50 ph (council partner), £4.00 (community)	£11.50 ph (commercial) £7.00 ph (Council partner) £5.50 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Rock Road Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Community Space		£5.50 ph (not for profit groups in the local community) £11.00 ph (all other bookings)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Soham Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£13.50 ph (Commercial), £8.50ph (council partner), £5.50 ph (Community)	£14.00 ph (commercial) £9.00 ph (Council partner) £6.00 ph (community)	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	St Ives Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	N/A	£17.00 ph (commercial) £11.50 ph (Council partner) £7.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 2	N/A	£14.00 ph (commercial) £9.00 ph (Council partner) £6.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Foyer Space	N/A	£45.50 pw (commercial) £34.00 pw (Council partner) £22.50 pw (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	St Neots Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£8.50 ph (Commercial), £6.50 ph (Council Partner), £4.00	£9.00 ph (commercial) £7.00 ph (Council partner) £5.50 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 2	N/A	£9.00 ph (commercial) £7.00 ph (Council partner) £5.50 ph (community)	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Community space 1	N/A	£17.00 ph (commercial) £11.50 ph (Council partner) £7.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Community space 2	N/A	£17.00 ph (commercial) £11.50 ph (Council partner) £7.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Exhibition space	N/A	£45.50 pw (commercial) £34.00 pw (Council partner) £22.50 pw (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Foyer space	N/A	£45.50 pw (commercial) £34.00 pw (Council partner) £22.50 pw (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Whittlesey Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£13.50 ph (Commercial), £8.50ph (council partner), £5.50 ph (Community)	£14.00 ph (commercial) £9.00 ph (Council partner) £6.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Wisbech Library Room Hire Charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	£13.50 ph (Commercial), £8.50ph (council partner), £5.50 ph (Community)	£14.00 ph (commercial) £9.00 ph (Council partner) £6.00 ph (community)	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 2	£13.50 ph (Commercial), £8.50ph (council partner), £5.50 ph (Community)	£14.00 ph (commercial) £9.00 ph (Council partner) £6.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1 and 2	£19.00 ph (commercial), £13.00 (Council Partner), £7.50 ph (Community)	£20.00 ph (commercial) £13.50 ph (Council partner) £8.00 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Interview room	£11.00 ph (commercial), £6.50 ph (council partner). £4.00 (community)	£11.50 ph (commercial) £7.00 ph (Council partner) £5.50 ph (community)	
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Yaxley Library Room hire charges			
Infrastructure Management & Operations	Community & Cultural Services	Libraries	Meeting room 1	N/A	£7.00 ph (all bookings)	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Archive and Local Studies: Research			
Infrastructure Management & Operations	Community & Cultural Services	Archives	Vehicle registration, electoral register and magistrate's court register searches	£20 (including one photocopy, certified if required)	£20	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Other checks (up to 15 minutes)	£15	£15	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Archives and Local Studies: Historical Research Service			

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Archives	30 minutes	£22	£22	
Infrastructure Management & Operations	Community & Cultural Services	Archives	1 hour	£32	£32	
Infrastructure Management & Operations	Community & Cultural Services	Archives	1.5 hours	£48	£48	
Infrastructure Management & Operations	Community & Cultural Services	Archives	2 hours	£64	£64	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Specialist research for business or professional clients	£75 per hour	£75	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Replacement of lost CARN ticket	£1.50	£1.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Reproduction Fees			
Infrastructure Management & Operations	Community & Cultural Services	Archives	Local, limited distribution publications (1-10 pictures)	£5 per image	£5 per image	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Other publications and media use	£100 per image (subject to negotiation)	£100 per image	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Archives	Outreach fees			
Infrastructure Management & Operations	Community & Cultural Services	Archives	Group Visits to Archives	£50	£60	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Talks to groups outside the office	£65	£75	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Archives and Local Studies: Digitisation			
Infrastructure Management & Operations	Community & Cultural Services	Archives	Document up to A3	£7.50	£7.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Document between A3 and A1	£12.50	£12.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Document larger than A1	£15.00	£30.00	Requires two scans
Infrastructure Management & Operations	Community & Cultural Services	Archives	35mm transparency	£7.50	£7.50	At a specific DPI
Infrastructure Management & Operations	Community & Cultural Services	Archives	C19 lantern slide	£7.50	£7.50	At a specific DPI

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Archives	C19 glass plate	£10.00	£10.00	At a specific DPI
Infrastructure Management & Operations	Community & Cultural Services	Archives	Pre-digitised A4-A2	£5.00	£5.00	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Pre-digitised A1-A0	£10.50	£10.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Inclosure / tithe / estate maps	£25.00	£25.00	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Bulk scanning / large projects / volumes	Please discuss with technician	£25.00	Hourly rate
Infrastructure Management & Operations	Community & Cultural Services	Archives	Image retouching	£40.00	£40.00	Per image
Infrastructure Management & Operations	Community & Cultural Services	Archives	Archives and Local History: Non-digitised images (from negatives)			
Infrastructure Management & Operations	Community & Cultural Services	Archives	6 x 4 BW	£7.50	£7.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	6 x 4 Sepia	£7.50	£7.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	7 x 5 BW	£6.00	£6.00	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Archives	7 x 5 Sepia	£8.50	£8.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	8 x 6 BW	£7.00	£7.00	
Infrastructure Management & Operations	Community & Cultural Services	Archives	8 x 6 Sepia	£9.50	£9.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	10 x 8 BW	£8.00	£8.00	
Infrastructure Management & Operations	Community & Cultural Services	Archives	10 x 8 Sepia	£10.50	£10.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	12 x 9 BW	£10.00	£10.00	
Infrastructure Management & Operations	Community & Cultural Services	Archives	12 x 9 Sepia	£12.50	£12.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	16 x 12	£18.00	£18.00	
Infrastructure Management & Operations	Community & Cultural Services	Archives	35 mm slides	£2	£2	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Archives	Negatives of privately owned images	£6	£6	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Conservation work	£28.93 per hour + materials	£30 plus materials	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Photocopies and print outs in the search room			
Infrastructure Management & Operations	Community & Cultural Services	Archives	A4 photocopy	£0.65	£0.65	
Infrastructure Management & Operations	Community & Cultural Services	Archives	A3 photocopy	£0.90	£0.90	
Infrastructure Management & Operations	Community & Cultural Services	Archives	A4 Microform print self service	£0.75	£0.75	
Infrastructure Management & Operations	Community & Cultural Services	Archives	A3 Microform print self service	£1.20	£1.20	
Infrastructure Management & Operations	Community & Cultural Services	Archives	IT printout black and white	£0.20	£0.20	
Infrastructure Management & Operations	Community & Cultural Services	Archives	IT printout colour	£0.50	£0.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Photocopies and print outs by post			

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Archives	Photocopies or printouts	Minimum Charge of £6 (including postage) for up to 5 pages then £1 for each additional page	Minimum Charge of £6 (including postage) for up to 5 pages then £1 for each additional page	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Certified Copies	£20.00 Including postage	£20	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Photo permit - use of own camera in the search room	£10 per day	£10	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Digital Photography by post			
Infrastructure Management & Operations	Community & Cultural Services	Archives	A4 Colour print	£5.50	£5.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	A3 Colour print	£8.50	£8.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Plus Handling Charge	UK: £3.50 Europe: £4.50 Rest of the world: £5.50 or actual postage if in excess	UK: £3.50 Europe: £6.50 Rest of the world: £10.00 or actual postage if in excess	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Digital Photography by email			
Infrastructure Management & Operations	Community & Cultural Services	Archives	Per Photograph	£5.50	£5.50	

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Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Archives	Per email (max. 5jpegs per email)	£2.50	£2.50	
Infrastructure Management & Operations	Community & Cultural Services	Archives	Specialist photography by FSB Scanning Bureau	Prices available on application	Prices available on application	Prints larger than A3 have to be done by an external company and are quoted for on spec.
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremonies			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Venue marriage or CP Mon-Sat	£455	£480	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Venue marriage or CP Sun & current B/H	£580	£600	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremonies-Marriage or CP #			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Poets room Mon to Thurs all day	£190	£195	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Poets room Friday & Sat all day	£250	£280	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremonies- Naming/ Renewals			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	All poets room fees as per marriage / cp	See above	See above	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Any venue Mon to Sat	£370	Usual venue fees apply	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Any venue Sun or B/H	£500	Usual venue fees apply	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremonies-Private Citizenship			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Then # applies	See above	Usual venue fees apply	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Approved Premise Approvals			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Approval fee	£1,650	£1,700	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Nationality Checking (inc. VAT)			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Adult single application	£85	£90	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Child single application	£40	£40	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Settlement Checking (inc. VAT)			

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Main applicant	£105	£110	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Each additional dependent	£30	£30	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Other Fees (inc. VAT)			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Premium appointment	£30	£35	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Post & handling (standard)	£2.00	£2.50	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Signed for post & handling (UK)	£3.00	£3.50	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Signed for post & handling (Non-UK)	£9.00	£9.50	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Express A (next working day, excludes stat cert fee)	£35.00	£40.00	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Express B (1 working hour, excludes stat cert fee)	£45	£50	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Media use of ceremony room	£125	£130	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	New Fees (inc. VAT)			
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremony amendment fee	£30	£35	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremony cancellation fee - More than six months before the ceremony date	N/A	You will receive a full refund of the fees paid (subject to the inclusion of an administration fee).	Currently being finalised for 2017/18
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremony cancellation fee - Between six months and 3 months before the ceremony date	N/A	You will receive a 75% refund of the fees paid (subject to the inclusion of an administration fee).	Currently being finalised for 2017/18
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremony cancellation fee - Between three months and 30 day before the ceremony date	N/A	You will receive a 50% refund of the fees paid (subject to the inclusion of an administration fee).	Currently being finalised for 2017/18
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremony cancellation fee - Less than 30 days before the ceremony or failure to cancel in writing before the ceremony date	N/A	no refund will be made on any fees paid.	Currently being finalised for 2017/18
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Notice admin fee (wil only apply if T & Cs not met),per notice	£35	£35	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremony discussion (30 mins) A - Normal weekday opening hours (in an RO, not with person conducting)	N/A	£55	Currently being finalised for 2017/18
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Ceremony discussion (30 mins) B - Saturday (in an RO, not with person conducting)	N/A	£80	Currently being finalised for 2017/18
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Waiver admin fee	N/A	£40	Currently being finalised for 2017/18
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Request from Approved Premise to review / amend numbers / rooms (inc VAT)	£130	£135	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Request from Approved Premise to issue duplicate documentation (inc VAT)	£30	£35	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Passport PD2 form	£30	£35 (inc VAT)	
Infrastructure Management & Operations	Community & Cultural Services	Registrations	Passport application checking (as part of the Nationality Checking Service)	£10	£10	Currently under review. Payment by card, up-front and non-refundable
Infrastructure Management & Operations	Community & Cultural Services	Registrations	European Passport Return Service (EPRS)	N/A	£12 (inc VAT)	
Strategy & Development	Growth & Economy	Growth and Economy	Growth and Development			
Strategy & Development	Growth & Economy	Growth and Economy	Pre-Application Ecology and Biodiversity Enquiry	£220.00	£224 (Excluding VAT)	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Growth & Economy	Growth and Economy	Pre-application planning advise on County Council matters including possible developer contributions sought. Standard report produced. (Additional work and attendance of meetings charged at hour rate below plus expenses.)	£250.00	£254 (Excluding VAT)	
Strategy & Development	Growth & Economy	Growth and Economy	Growth and Development-Transport and Highways			
Strategy & Development	Growth & Economy	Growth and Economy	Pre-Application Enquiry - Meeting and written advice	£275 (Medium), £495 (Large), PPA (Project)	£280 (Medium), £503 (Large), PPA (Project) (Excluding VAT)	
Strategy & Development	Growth & Economy	Growth and Economy	Scoping TA - Transport Assessment Enquiry	£220 (Medium), £385 (Large), PPA (Project)	£224 (Medium), £392 (Large), PPA (Project) (Excluding VAT)	
Strategy & Development	Growth & Economy	Growth and Economy	Review TA - Review pre-submission Draft Transport Assessment/TA Strategy	£330 (Medium), £1540 (Large), PPA (Project)	£336 (Medium), £1566 (Large), PPA (Project) (Excluding VAT)	
Strategy & Development	Growth & Economy	Growth and Economy	Tailored advice / Additional work	£55/Hr plus expenses	£55/Hr plus expenses (Excluding VAT)	
Strategy & Development	Growth & Economy	Growth and Economy	Highways Development Management			
Strategy & Development	Growth & Economy	Growth and Economy	Highways Act Section 38 road adoption agreement	8.5% of works cost plus legal costs; Fee increased to 10% if	8.5% of CCC calculated Bond Sum plus legal costs	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Growth & Economy	Growth and Economy	Section 106 & Section 278 agreements	8.5% of works cost plus legal costs	8.5% of works costs +10% plus legal costs	
Strategy & Development	Growth & Economy	Growth and Economy	Commutated Sums (Inc. Soakaways, trees etc.)	£5,225 - Soakaways £560 per tree; Other items costed individually.	£5,314 - Soakaways; £570 per tree; Other items costed individually.	
Strategy & Development	Growth & Economy	Growth and Economy	Pre-application fees	Sliding scale dependent on development size	Sliding scale dependent on development size	
Strategy & Development	Growth & Economy	Growth and Economy	Historic Environment Team			
Strategy & Development	Growth & Economy	Growth and Economy	Pre-Application Enquiry	To be quoted at £55 per hour	To be quoted at £60 per hour	
Strategy & Development	Growth & Economy	Growth and Economy	Stage 1 Evaluation	£160 (Small), £425 (Medium), £600 (Large) £900 (Major), negotiation (Strategic)	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Stage 2 Investigation	£325 (Small), £675 (Medium), £1,100 (Large), £1,400 (Major), negotiation (Strategic)	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Additional work	£55/hr or £385 per day plus expenses		
Strategy & Development	Growth & Economy	Growth and Economy	Historical Building Recording Pre-Application Enquiry	55 per hour	To be quoted at £60 per hour	
Strategy & Development	Growth & Economy	Growth and Economy	Historical Building Recording Basic Photographic Survey	£175.00	To be reviewed Q4 2016/7	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Growth & Economy	Growth and Economy	Historical Building Recording Detailed Photographic Survey	£500.00	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Historical Building Recording Project Levels 1&2	£175.00	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Historical Building Recording Level 3	£300.00	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Historical Building Recording Levels 4	£500.00	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Historic Environment Record Searches Up to 1KM Radius (approximately 300 hectares)	£100.00	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Historic Environment Record Searches Up to 2KM Radius (approximately 1250 hectares)	£150.00	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Historic Environment Record Searches Up to 4KM Radius (approximately 5000 hectares)	£200.00	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Historic Environment Record Searches larger than 4KM Radius (above approximately 5000 hectares)	By negotiation	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Historic Environment Record Searches Priority - response within 48 Hrs additional charge	£25.00	To be reviewed Q4 2016/7	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Growth & Economy	Growth and Economy	Archive Storage Deposit	£15 per box (minimum charge £50)	To be reviewed Q4 2016/7	
Strategy & Development	Growth & Economy	Growth and Economy	Archive Storage Charge	£60 per box (minimum charge £50)	Subject to 3rd party rate	
Strategy & Development	Growth & Economy	Growth and Economy	Travel for Cambridgeshire			
Strategy & Development	Growth & Economy	Growth and Economy	Pre-Application Enquiry - 1. General discussion on TP ; requirement, provision of info and sign-posting of further information sources; support and advice available (from TfC and elsewhere); advice on TPs adjacent/near the proposed development; advice on the monitoring requirement	£105 (Large) £130 (Major), £150 (Strategic)	£107 (Large) £132 (Major), £153 (Strategic) Project work negotiated (excluding VAT)	
Strategy & Development	Growth & Economy	Growth and Economy	Pre-Application Enquiry- 2. All elements of 1. above, plus: Specific discussion on the development of the site travel plan having taken account of the outcome of the Transport Assessment; - Response/evaluation of first draft of TP with advice on improvements where necessary.	£335 (Large) £410 (Major), negotiation (Strategic)	£153 (Large) £305 (Major), £381 (Strategic) Project work negotiated (excluding VAT)	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Growth & Economy	Growth and Economy	Pre-Application Enquiry - 3. After elements 1. and/or 2. above responding and advising on improvements of further iterations of the draft TP with written feedback on how to improve the TP& meeting if necessary. Evaluation of final Travel Plan.	£150 (Large) £200 (Major), £250 (Strategic)	£153 (Large) £203 (Major), £254 (Strategic) Project work negotiated (excluding VAT)	
Strategy & Development	Growth & Economy	Growth and Economy	Monitoring Fee per year including TfC running the online Travel for Cambridgeshire Survey, analysing results and providing written report feedback -Receiving Development Monitoring Report; providing written response and meeting if required	£750 (Large) £900 (Major), £1300 (Strategic)	£763 (Large) £915 (Major), £1322 (Strategic) Project work negotiated (excluding VAT)	
Strategy & Development	Growth & Economy	Growth and Economy	Monitoring Fee per year (excluding TfW Survey) including receiving Development Monitoring Report, providing written response, and meeting if required	£500 (Large) £750 (Major), £900 (Strategic)	£509 (Large) £763 (Major), £915 (Strategic) Project work negotiated (excluding VAT)	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Growth & Economy	Growth and Economy	Travel for Work-Travel Plan Plus			
Strategy & Development	Growth & Economy	Growth and Economy	Additional work	£43.87/Hr plus expenses	£44.61/Hr plus expenses	
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste			
Strategy & Development	Growth & Economy	Growth and Economy	Pre-apps Minerals and waste Planning			
Strategy & Development	Growth & Economy	Growth and Economy	County Planning, Minerals and Waste- Discretionary Charges			
Strategy & Development	Growth & Economy	Growth and Economy	Written advice in response to a written enquiry	£150.00	£156.00	
Strategy & Development	Growth & Economy	Growth and Economy	One meeting with Planning Officer at Shire Hall followed by written advice at Shire Hall followed by written advice	£288.00	£294.00	
Strategy & Development	Growth & Economy	Growth and Economy	One follow up meeting at Shire Hall with Planning Officer	£228.00	£276.00	
Strategy & Development	Growth & Economy	Growth and Economy	One meeting on site by Planning Officer followed by written advice	£402 + Travel	414 + travel	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Growth & Economy	Growth and Economy	Flood and Water - Ordinary Watercourse Consenting Pre-application charging schedule			
Strategy & Development	Growth & Economy	Growth and Economy	Written advice in response to a written enquiry	n/a (Access Culverts ≤ 6M) , £50 (All other Structures)	n/a (Access Culverts ≤ 6M), £50 (All other Structures)	
Strategy & Development	Growth & Economy	Growth and Economy	Meeting and written advice with Officer at the Council Office	n/a (Access Culverts ≤ 6M) , £75 (All other Structures)	n/a (Access Culverts ≤ 6M), £75 (All other Structures)	
Strategy & Development	Growth & Economy	Growth and Economy	Meeting on site with an officer followed by written advice.	£50 (Access Culverts ≤ 6M) , £100 (All other Structures)	£50 (Access Culverts ≤ 6M), £100 (All other Structures)	
Strategy & Development	Growth & Economy	Growth and Economy	Additional work	£50/hr plus expenses (£0.45/mileage)	£50/hr plus expenses (£0.45/mileage)	
Strategy & Development	Growth & Economy	Growth and Economy	Flood and Water - Surface Water Flood Risk Planning Pre-application Advice			

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Growth & Economy	Growth and Economy	Written advice in response to a written enquiry	£125 (Medium), £200 (Large), £250 (Major), £300 (Strategic).	£100 (Minor), £150 (Major - Medium), £250 (Major - Large), £350 (Major - Strategic) £200 (condition discharge advice) excl VAT	
Strategy & Development	Growth & Economy	Growth and Economy	Meeting to scope and agree content of drainage strategy	£115 (Medium), £175 (Large), £225 (Major), 275 (Strategic)	N/A anymore (now incorporated into below meeting charge)	
Strategy & Development	Growth & Economy	Growth and Economy	Meeting and written advice including review of drainage strategy	£240 (Medium), £450 (Large), £500 (Major), £550 (Strategic)	£200 (Minor), £275 (Major - Medium), £450 (Major - Large), £550 (Major - Strategic) £200 (condition discharge advice) excl VAT (plus expenses if meeting requested on site)	
Strategy & Development	Growth & Economy	Growth and Economy	Meeting on site with an officer followed by written advice.	£330 (Medium), £500 (Large), £550 (Major), £600 (Strategic)	N/A anymore (now incorporated into above meeting charge)	
Strategy & Development	Growth & Economy	Growth and Economy	Additional work	£50/hr plus expenses (£0.45/mileage)	£50/hr plus expenses (£0.45 mileage)	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Passenger Transport	Passenger Transport	Passenger Transport			
Strategy & Development	Passenger Transport	Passenger Transport	Section 19 permits	£11	£11	
Strategy & Development	Passenger Transport	Passenger Transport	Park and ride departure charge	£2 per bus departing from P&R	£2	
Strategy & Development	Passenger Transport	Passenger Transport	Other concessions	Coach booking fees £10, cycle lockers £10 per month, car boot £14k p/a	Coach booking fees £10, cycle lockers £10 per month, car boot £14500 p/a	
Strategy & Development	Passenger Transport	Passenger Transport	Park and ride car parking charges	£1 per vehicle parking charge	£1 per vehicle charge	
Strategy & Development	Passenger Transport	Passenger Transport	Park and ride advertising	Between £115 and £175 per week	£7500 - £12000 per annum	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	Transport Modelling			
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	Up to 499 units residential and up to 18,000 sqm B1/ commercial	Saturn= £3036 CSRM=£5060	Saturn= £3036 CSRM=£5060	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	500-749 units residential and up to 35,000 sqm B1 commercial	Saturn= £6072 CSRM=£10,120	Saturn= £6072 CSRM=£10,120	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	750-999 units residential and up to 70,000 sqm B1 commercial	Saturn= £9108 CSRM=£15,180	Saturn= £9108 CSRM=£15,180	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	1000-1499 units residential and up to 100,000 sqm B1 commercial	Saturn= £12,144 CSRM=£20,240	Saturn= £12,144 CSRM=£20,240	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	1500-1999 units and up to 130,000 sqm B1 commercial	Saturn= £15,180 CSRM=£25,300	Saturn= £15,180 CSRM=£25,300	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	2000-2499 units and up to 150,000 sqm B1 commercial	Saturn= £18,216 CSRM=£30,360	Saturn= £18,216 CSRM=£30,360	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	2500-2999 units and up to 170,000 sqm B1 commercial	Saturn= £21,252 CSRM=£35,420	Saturn= £21,252 CSRM=£35,420	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	3000-3499 units and up to 200,000 sqm B1 commercial floor space	Saturn= £24,288 CSRM=£40,480	Saturn= £24,288 CSRM=£40,480	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	3500-3999 units and up to 230,000 sqm B1 commercial floor space	Saturn= £27,324 CSRM=£45,540	Saturn= £27,324 CSRM=£45,540	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	4000-4499 units and up to 270,000 sqm B1 commercial floor space	Saturn= £30,396 CSRM=£50,600	Saturn= £30,396 CSRM=£50,600	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	4500-4999 units and up to 300,000 sqm B1 commercial floor space	Saturn= £33,396 CSRM=£55,660	Saturn= £33,396 CSRM=£55,660	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	Other	Price on application	Price on application	
Strategy & Development	Transport & Infrastructure Policy & Funding	Transport and Infrastructure Policy and Funding	Any requested run of a transport model	Bespoke service cost to be negotiated on a case by case basis reflecting time and complexity	Bespoke service cost to be negotiated on a case by case basis reflecting time and complexity	
Executive Director	Business Support	ETE Policy and Business Development	Accident and Traffic Data			
Executive Director	Business Support	ETE Policy and Business Development	Accident data requests	£115 plus VAT minimum fee	£120 plus VAT minimum fee. This covers up to 25 personal injury accidents within a 1 Km radius.	

ETE: Non-Statutory Schedule of Fees & Charges

Economy, Transport and Environment Services

Directorate	Policy Line	Service	Description of charge	2016-17 Charge(£)	2017-18 Charge(£)	Additional information (2017-18)
Executive Director	Business Support	ETE Policy and Business Development	Charges for traffic count data	£115 plus VAT minimum fee	£120 plus VAT minimum fee. This covers, for example, a single link count.	

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN UPDATE

To: Economy & Environment Committee

Meeting Date: 16th December 2016

From: Graham Hughes, Executive Director: Economy, Transport and Environment (ETE)

Electoral division(s): All

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

Purpose: To update the Committee of an additional training session that has now been organised.

Recommendation:

The Economy and Environment Committee is asked to:

a) note the upcoming training session date as set out in paragraph 2.3.

b) consider if it would like invitations to any of the listed sessions to be extended to Members of other committees.

c) note the need to sign an attendance sheet when attending training sessions, so that Members' attendance is accurately recorded.

<i>Officer contact:</i>	
Name:	Graham Hughes
Post:	Executive Director: Economy, Transport and Environment Business Change Manager
Email:	Rob.sanderson@cambridgeshire.gov.uk
Tel:	01223 715660 01223 699181

1.0 BACKGROUND

- 1.1 At the meeting of the Council held on 24 March 2015, it was agreed that each committee should consider and approve its own training plan at every meeting. Members of the Constitution and Ethics Committee were concerned about the low take up at some training events and were keen to encourage greater participation and the Council had agreed the Committee's recommendation that Member attendance should be recorded as part of the public record. It was also considered that taking the training plan to the committee meeting would facilitate the organisation of training at a time convenient for the majority of committee members.

2.0 Economy and Environment Committee Plan

- 2.1 Several training seminars have already taken place for Economy and

Environment (E&E) Committee Members and where appropriate, invitations have been extended to other relevant Committee Chairs and Vice-Chairs. The sessions have generally been well attended.

- 2.2 In consultation with Members, officers identified training to be provided in 2016/17. These have been recorded on a training plan record document which had been provided to previous Committee meetings.
- 2.3 Further to a previous request for a training session on aspects of the Capital Programme, an E&E Committee Member Training Session training session on the Capital Programme has now been arranged for 2nd February at 2 pm in the KV Room, Shire Hall. The speakers will be Bob Menzies undertaking a general introduction and Stuart Walmsley, Brian Stinton, Mike Davies and Ashley Heller undertaking presentations.
- 2.4 Following comments at the November 2015 E&E Committee on the attendance record of some of the training sessions, officers will ensure that the trainer has an attendance sheet and they will be asked to remind Members of the need to ensure they sign so that their attendance is recorded.

3.0 ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

- 3.1.1 Member training is an essential part of ensuring that good and well informed decisions are made and in turn this helps members to achieve the objectives of the Council including those relating to the economy.

3.2 Helping people live healthy and independent lives

- 3.2.1 Member training is an essential part of ensuring that good and well informed decisions are made and in turn this help members to achieve the objectives of the Council including those relating to independence of our communities.


3.3 Supporting and protecting vulnerable people

- 3.3.1 Member training is an essential part of ensuring that good and well informed decisions are made and in turn this help members to achieve the objectives of the Council including those relating to supporting and protecting vulnerable people.

4. SIGNIFICANT IMPLICATIONS

- 4.1 There are no significant Resource, Statutory, Legal and Risk, Equality and Diversity, Engagement and communication implications, Localism and Local Member involvement and Public Health issues as a result of the proposed training

Source Documents	Location
None	

		<u>Agenda Item 14</u>
ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN	Published 1st December 2016 Updated 6 th December 2016	 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	Spokes meeting date	Deadline for draft reports	Agenda despatch date
16/12/16 (moved from 01/12/17)	Transport Strategy for East Cambridgeshire	Jack Eagle	2016/057	9.30 a.m. Tuesday 1 st November 2016	05/12/16	07/12/16
	Abbey Chesterton Bridge – Approval to Construct	Mike Davis	2016/067			
	Cambourne West Planning Application and Draft S106 Heads of Terms	Colum Fitzsimons	2016/064			
	Integrated Transport Block – Funding Allocation Proposals	Elsa Evans	2016/059			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Economy, Transport and Environment Risk Register Update	Tamar Oviatt-Ham	Not applicable			
	Finance and Performance Report - October 2016	Sarah Heywood / David Parcell	Not applicable			
	Business Planning to include Fees and Charges	Graham Hughes / Paul Tadd	Not applicable			
	Terms of Reference for the Member Led Review of Cycling Infrastructure	Tamar Oviatt-Ham	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
12/01/17 January Committee meeting to be cancelled	Committee approval to cancel will be sought. This has already been endorsed by Spokes					3/1/17
09/02/17	Park and Ride Funding	Paul Nelson	2017/007	2.00p.m. Tuesday 10 th January March Library	26/01/17	31/01/17
	Bikeability Cycle Training	Mike Davies	Not applicable			
	Business Planning	Graham Hughes	Not applicable			
	East Cambridgeshire Local Plan	Colum Fitzsimons	Not applicable			
	Progress review of the Energy Investment Unit Business Case	Sheryl French	Not applicable			
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
09/03/17	Kings Dyke Update/Appointment of Framework Contractor	Brian Stinton	2017/004	9.30 a.m. Tuesday 7 th February Room 308	23/02/17	28/02/17
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
[06/04/17] Provisional Meeting <i>This date is during the Purdah period</i>	Allocation of Integrated Transport Block and Residual Capital - being moved to November 2017	Jeremy Smith / Elsa Evans	2017/005	9.30 a.m. Tuesday 7 th March Room 308	23/03/17	28/03/17
01/06/17	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 20 th April Room 308	18/05/17	23/05/17
	Economy and Environment Committee Training Plan	Emma Middleton	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
To be programmed						
Currently reserved for Final Council approval: Local Transport Plan						

Please move the following report from 6th April E&E Committee and 11th April H&CI Committee to 14th November H&CI Committee and 16th November E&E Committee:

Allocations of Integrated Transport Block and Residual Capital
Jeremy Smith/Elsa Evans This is already recorded as a key decision and needs to remain as this

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

