

ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Tuesday 17th November 2015

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

Present: Councillors: I Bates (Chairman), J Clark, E Cearns (Vice-Chairman), L Harford, D Harty (substitute for Councillor M Mc Guire), R Henson, N Kavanagh, A Lay, M Mason, J Schumann, M Shuter, A Walsh and J Williams.

Also present: None.

Apologies: Councillors: M McGuire

160. DECLARATIONS OF INTEREST

None

161. MINUTES AND ACTION LOG

The minutes of the meeting held on 8th September 2015 were agreed as a correct record.

As an update to the action on Minute 156 'Service Committee Review of the Draft 2016-17 Capital Programme' requesting an update on the Ely Hub it was reported that an e-mail was sent to the Committee on 11th November reporting that General Purposes Committee on 20 October had agreed, that the scope of the Ely project should be:

- restricted to resolving the accommodation requirements of Cambridgeshire Archives and county registration records;
- that the capital budget for the scheme should be increased to £4.2 million;
- that the project should be progressed through planning and acquisition to completion.

Work was now progressing on drawing up revised plans of the interior layout of the building, ready for submission to Planning Committee in December.

It was unanimously resolved:

To note the updates on the Minutes Action Log.

162. PETITIONS

Two petitions were received.

One paper petition was received from Friends of Ditton Meadows with 344 signatures opposing the proposed Abbey and Chesterton Bridge reading:

“We support maintaining Ditton Meadows in its current state as a historic open space and wildlife area, vital within its setting, to be enjoyed by future generations. We oppose any form of destructive development in Ditton Meadows including the recently proposed new river crossing”

In addition, hard copies with 300 electronic comments of support for the above petition (but without supporting proof of people’s addresses) had been passed on to the Members of the Committee some days in advance of the meeting.

A second petition was received organised by Cambridge Cycling Campaign in support of the report recommendations on the Abbey - Chesterton Bridge using both the public-i electronic petition package available on the County Council website and a supplementary hard copy petition. The petition which was still collecting signatures by the date of the meeting, had, at the deadline of 10th November for the receipt of a petition to be considered at the meeting collected over 1640 signatures, the text reading:

“We the undersigned strongly support the provision of a foot and cycle bridge over the River Cam close to and downstream of the existing railway bridge. We urge the members of the Economy and Environment Committee to vote to take the development of this bridge to the next stage”.

The paper copy of the petition which totalled 198 signatures was handed to the Chairman at the commencement of the meeting.

Speakers in support of both petitions spoke as part of the next item on the agenda.

163. ABBEY CHESTERTON BRIDGE – APPROVAL TO PROGRESS DETAILED DESIGN AND PLANNING APPLICATION

This report sought the Committee’s approval of a preferred design option to site a new cycle and pedestrian river crossing bridge over the Cam, 10 metres from the existing rail bridge, in order to connect Abbey and Chesterton and providing a link to the new station and employment sites and the proposed Chisholm Trail.

An initial feasibility study report had concluded that two locations to the east of the rail bridge over the Cam could be looked into. A public engagement exercise carried out in October 2013 suggested a strong preference for it to be connected to the existing bridge. Subsequent discussions with Network Rail indicated that this would not be possible from a construction, management and maintenance point of view. The report explained that of the two options in the study, locating the bridge and its ramps to the west of the existing rail bridge would have a big impact on residential properties in Chesterton fronting the river, whereas to the east, there was only one nearby property.

Following the production of the feasibility study, analysis of comments made at public consultation, discussions with Network Rail, and extensive engagement with stakeholders and interest groups, locating a bridge on the east side, but sited very close to the existing bridge was considered the best option and was recommended as the officers proposal. During initial consideration of the proposals at the 21st October

Committee meeting it had been agreed that further consultation was required with all stakeholders with regard to the bridge's role in the Strategic Transport Plan and on the detail of the design, siting approaches and construction. This was in recognition of the significant level of opposition and to ensure that any option brought forward met the needs of the widest range of stakeholders.

The three outline bridge options consulted on which the Project Team believed addressed many of the previous concerns were as follows:

- Option One, a 4m wide 'half through structure' with lattice effect on the outside and with relatively enclosed, solid parapets.
- Option Two, a 'spine beam' with a deck segregated by central seating giving a width of 2.7-3.4m on each side of the seating, and relatively open, light parapets.
- Option Three, a 4m wide 'arched truss' with a solid arched parapet on one side and a more open, light parapet on the other side.

Details were provided of the results of the consultation exercise. It was apparent that as well as the degrees of support for all three above options, there was also support for a combination of the attractiveness of Option Two and the seating provided in Option One. Responding to this feedback and after undertaking further discussions with architects, engineers and fabricators the optimum way forward was proposed as a hybrid design incorporating the segregation between cyclists and pedestrians and seating of Option two but based more on the visual design of Option One. Colour Diagrams of the original three options plus the new hybrid option were included in advance on the Council website with colour copies tabled at the meeting to help with visual representation and made available for both Members and the public.

The Project Team have engaged widely and were confident that the main issues of concern had been captured, with as much as possible addressed in the emerging bridge option designs, the approach ramps and paths. However as the project progresses and in the light of the more recent challenges by local groups and stakeholders to the scheme, it is felt that the formation of a Local Liaison Group would be beneficial to continue the engagement process, and to ensure the success of the scheme. It was suggested that the logical link would be to join the meeting with the existing Station Forum and that update reports could be provided for information to the area committees.

It was also recommended that the Committee approved Compulsory Purchase Order (CPO) powers for the plot of land on the Abbey side owned by Gonville and Caius College, and if necessary, the land on the Chesterton side owned by Network Rail. In addition, approval was sought for obtaining a Bridge Navigation Order which would be required in order to build a bridge at the proposed location. Discussions had already taken place with the Cam Navigators regarding the proposed height in terms of ensuring necessary clearance.

Written representations against the bridge were also received from Sophie Hyde and Ray Smith which were sent to the Committee members in advance of the meeting. Representations of support for the officer recommendations have been received from City Councillor Dave Baigent and Councillor Oscar Gillespie. Another note of support had been received from other City Councillors Cllrs Caroline Hart, Joan Whitehead,

Richard Johnson and Peter Roberts. All the above written representations have been included as Appendix 1 to these minutes.

Due to the interest in the report, the Chairman had used his discretion to allow more than the three public speakers allowed for in the Council Constitution to provide a cross section of speakers, while wishing to avoid unnecessary repetition.

The following public speakers were heard:

- **Lisa Buchholz representing Friends of Fen Ditton spoke supporting the earlier petition which opposed the Bridge** and made points including that she did not believe the case had been made for the need for the bridge or that it would reduce congestion. She questioned whether the Committee was confident that the bridge was in the right location. She was concerned that the cost of construction could spiral out of control and end up costing far more than was being suggested in the report. She believed that there were better ways to use the allocated budget in other areas of the City such as Mill Road and Arbury Road and by re-surfacing some of the poor condition existing cycleways. She did not believe the disruption to wildlife had been adequately taken into consideration and urged that the project approval should be paused to await the results of the wider Chisholm Trail consultation.
- **Martin Lucas-Smith - representing Cambridge Cycling Campaign spoke in favour of the recommendations** making reference to the 10,000 jobs being created in the Northern Fringe, with the bridge being a crucial link for access to the new station and would contribute to reducing congestion in Newmarket Road, as well as allowing easier access to Addenbrooke's Hospital. With reference to improving alternatives suggested by opponents such as the Green Dragon Bridge, he indicated that as this was a mile further down the river and it would limit access by adding additional walking and cycling time. He did not believe the bridge would have a detrimental impact on the environment.
- **Jim Chisholm as the originator of the Chisholm Trail spoke in favour of the report** making reference to cycle routes carrying over 1000 trips each typical workday. He highlighted that unlike car trips, cycling saved people money and made them healthier, and by reducing car trips, would help reduce congestion. He believed the bridge was essential as the Northern Fringe expanded, otherwise the cost of fruitless trials to reduce congestion in the Milton Road area would far outweigh the cost of the bridge. He highlighted the need to get the details right, to ensure the least damage to the local environment, but believed that the net environmental benefit of the Chisholm Trail to Cambridge would be huge.
- **Nicola Terry - representing Transitions Cambridge spoke in favour of the report recommendations** and highlighted that people would choose cycling when it was safe to do so and highlighted that the cycleway along the Guided Busway had helped increase the number of cyclists which she believed would also be the case with the Chisholm Trail. She also highlighted that the 'Green Dragon' bridge had already reached capacity and that any detrimental impact on wildlife during construction would only be for a temporary period.

- **Cambridge City Councillor Martin Smart representing Cambridge City local ward Councillors** praised the work undertaken by officers to bring the scheme forward and for the high quality design proposed, highlighting that increases in cyclists would reduce the number of cars on the roads in Cambridge with the bridge opening up a natural beauty spot for more people to enjoy.
- **Ray Smith a Resident of Ditton Meadows speaking against the report** as part of his introduction made reference to a factual error in his written representation requesting that the Committee ignore the line reading "The new station, existing station, bulk of the town centre and Addenbrookes are all to the west of the main railway line" (Deleted in the version in Appendix 1). He believed the existing choice of bridges was sufficient and did not see the need to divert a bridge to the east of the railway line. He believed that the suspended walkway would be an engineering nightmare and highlighted that the cost of upgrading the underpass of the Ipswich branch line could be over £1-2million and believed the money would be better spend upgrading facilities at existing bridges.
- The Local County Council Member for East Chesterton Councillor Manning congratulated the officers on the revised scheme and highlighted that a number of people who had previously opposed the scheme as originally presented in October 2014, were now in favour. He also made the point that the additional round trip required to cross the river at the Green Dragon Bridge was not practicable for disabled people in his electoral division and that the quoted cost associated with that Bridge was only for small improvement works and to increase capacity would require a far greater spend.

Comments by Members of the Committee included:

- Thanking officers for ensuring the revised proposals on the bridge approaches had involved all stakeholders and been the subject of extensive community engagement as an example of an excellent scheme development process.
- That concerns raised by some of the public would be issues that could be mitigated as part of the planning process.
- Asking what formal discussions had currently been undertaken with Network Rail including whether they supported the bridge being as close to the existing bridge as this could limit any future rail expansion. It was explained that there had already been discussions including rail possession which would be to be linked to planned closures.

It was resolved to:

- a) note the further engagement work undertaken;
- b) approve the development and submission of a planning application based on a 'hybrid' design of Option One and Option Two, placed as close to the existing rail bridge as possible on the east side;
- c) approve the use of Compulsory Purchase powers if required;

- d) approve the use of a Bridge Navigation Order;
- e) endorse procurement through the Eastern Highways Alliance contract;
- f) note the programme; and,
- g) support the establishment of a Local Liaison Forum to be combined with the existing Station Forum to meet quarterly.

164. BUS SERVICE FROM NEWMARKET ROAD PARK AND RIDE VIA ABBEY WARD TO ADDENBROOKE'S

This report asked the Committee to consider the provision of a trial bus service from Newmarket Road Park and Ride, Cambridge via Abbey Ward to Addenbrooke's Hospital. The proposed new bus service was designed to start from Newmarket Road Park and Ride and then operate via Newmarket Road, Barnwell Road, Brooks Road, Perne Road, Cherry Hinton Road and Hills Road to Addenbrooke's. The details of the route and the costs and the income required to make the route viable were as set out in the report.

A previous report on the allocation of Section (s)106 developer contributions to transport schemes was considered by the Economy and Environment Committee on 21st October 2014. At that meeting the Committee had agreed not to trial the service, considering that it would be more appropriate when the Wing Development was built. However, the latest timescales on the Wing Development, suggested further delay and that even if money was made available it was unlikely to be available until 2018 at the earliest and therefore Section 106 money accumulated within the Eastern Corridor Area Transport Plan was being proposed to fund an earlier trial.

It was suggested that the trial could initially be set at 9 months, with a review of usage and income generated at 6 months. At that stage, there should be sufficient evidence to see how well the service was being used and extend the trial if usage was heading towards profitability, or terminate the contract with the required 56 day notice if necessary. This was supported and it was suggested that the Committee should additionally receive a report back after six months after the commencement of the service in order to be able to review the patronage and success of the scheme.

The local member for Abbey who spoke in support of the trial indicated that all the Councillors of Abbey including those representing the City had been campaigning for a direct bus service to Addenbrooke's Hospital from the Barnwell area and had collected over 1,000 signatures. She highlighted that the recent Joint Strategic Needs Assessment (JSNA) on Transport and Health reinforced evidence that the Barnwell area of Abbey ward was one of the most deprived areas in the City. It showed that Barnwell had a population who were more likely to need to access Addenbrooke's, but had difficulty getting there by public transport, journeys on which were currently long and expensive due to there not being a direct bus route and who were unlikely to have access to private transport. She stressed that it was not just a park and ride service for those working at Addenbrooke's and on the bio-medical campus as other benefits were

that using the bus rather than travelling by car would help reduce congestion and air-pollution in the City and the proposed route would also provide access to Coleridge School and Hills Road Sixth Form College for pupils in the area.

Councillor Whitehead accepted that there was a risk in bringing this service forward rather than waiting to secure funding over a longer period as there is no other funding available to bridge the gap, but believed the risk was worth taking as the Service was wanted by the local population and believed it would have sufficient patronage to make it financially viable. She also highlighted that at the least it would show the County Council were trying their best for a deprived area of the City.

The Committee's attention was drawn to an e-mail forwarded to them on 10th November from Richard Howe, Managing Director Marshall Group Properties Limited confirming Marshall's commitment to provide a £2000 donation to assist with the promotion of the new bus service, and to contribute £500 to support its publicity. The funds, to be provided on a non-recurring basis, had been earmarked and would be available once confirmation of the new service was approved.

Most Committee Members fully supported the proposal and comments included;

- Supporting the initiative as a model that could also be used to help rural communities without adequate bus services,
- The need for the local community to be made aware of the service to ensure they used it or they would lose it

In addition, Councillor Amanda Taylor provided comments in support of the recommendations for the Committee's attention included as Appendix 2 to these minutes.

It was resolved to:

- a) consider the proposed service and the risks as detailed in paragraphs 2.4 to 2.11 of the report and approve the trial bus service from Newmarket Road Park and Ride Cambridge via Abbey Ward to Addenbrooke's Hospital;
- b) confirm the allocation of funds from the Eastern Corridor Area Transport Plan for the Service; and
- c) Receive a progress report six months from the commencement of the service.

165. RESPONSE TO CAMBRIDGESHIRE AND PETERBOROUGH CLINICAL COMMISSIONING GROUP PUBLIC CONSULTATION ON THE FUTURE MODEL FOR NON-EMERGENCY PATIENT TRANSPORT SERVICE (NEPTS) IN OUR AREA

This Report informed the Committee about the consultation being undertaken by Cambridgeshire & Peterborough Clinical Commissioning Group (CCG) with regard to Non-Emergency Patient Transport Services (NEPTS) and provided a proposed response. It advised on the potential impact on the Council's Total Transport project the

latter of which had received £460k from central government to look at efficiency savings if different types of transport provision could be integrated.

It was noted that the current contract for NEPTS was coming to an end, and the CCG needed to tender a new service for September 2016 with a 12-week consultation process running through to 19th November 2015. The operating model proposed in the CCG's consultation documents would see a single point of access for booking NEPTS and a single provider for delivery of this service. As there was currently no reference to integration with Council-funded transport services officer discussions had taken place between the CCG and Council to look into the possibility of integrating current NEPTS journeys with Council-funded transport services where there was an overlap and benefit.

Members comments included:

- drawing attention to the fact that a report later on the agenda was proposing a cut to the Community Transport budget.
- Seeking details of any consultation meetings undertaken with the Health Committee. In response it was indicated that a meeting had taken place with the Chairmen / women and Vice Chairmen / women on 9th November to discuss the proposed response. The member who had raised the question made the point that he still believed the report should have been taken to the Health Committee as the Chairman and Vice Chairman could not speak on the Committee's behalf.

It was resolved:

To agree that the Council's formal response to the consultation should be based on the appendix to the report as set out in Appendix 3 of these minutes and should be submitted by the Service Director: Strategy and Development by 19th November.

166. GREATER CAMBRIDGE DEAL CONGESTION IN CAMBRIDGE

This report was in response to request at the 3rd February 2015 Committee for a report to a future Committee to consider congestion in Cambridge and outlined the actions being taken by the Greater Cambridge City Deal Executive Board to address congestion in Cambridge.

The Committee was reminded that in 2014 the County Council, together with the City and South Cambridgeshire District Councils, had entered into the City Deal with Government. A significant part of the City Deal was funding of £500m for transport infrastructure in the Greater Cambridge Area to be available in three tranches over fifteen years, with £100m being available in the first five years. As part of the Deal the County Council had delegated certain powers to the City Deal Executive Board in relation to transport and as such, both the resources and to a large extent the responsibilities, for addressing congestion in Cambridge had passed from the County Council to that Board.

The current position with the prioritised projects was provided in a table at paragraph 2.2 of the report. The first five projects aimed to provide new infrastructure or to reallocate highway space to provide improvements for bus users, cyclists and pedestrians and thus encourage greater use of transport options to reduce congestion.

The Cambridge Access and Capacity Study had been set the task of objectively examining the current situation, assessing the impact of forecast growth, and the options available for effectively managing the available road space to ensure maximum accessibility. In parallel with the technical work undertaken as set out in the report, the City Deal Board and Assembly wished to ensure the widest range of options were considered to tackle the problems caused by congestion. To this end, a 'Call for Evidence' has been announced and the Board had set up a workshop with organisations that generated a significant amount of traffic in Cambridge. In addition, three public sessions were being held in November to hear evidence and to question those presenting it with the findings to be reported to the Assembly in December and the Board in January.

Jim Chisolm speaking as a member of the public explained that the fundamentals of flow, delay, queuing theory, and human behaviour had not changed and that you only needed to create conditions that encouraged one in twenty to start using the bus and a similar number to start cycling and then (crashes excepted) there could be relatively delay free traffic conditions on the vast majority of days. He suggested the simple use of 'gating' or 'queue relocation', with temporary Traffic Regulation Orders, could easily make buses quicker, more reliable, and more cost effective. This, together with the far better cycle routes would create a start to that modal shift and encourage people not to use their cars. He suggested there needed to be a better understanding of the problems and a willingness to make bold decisions.

Councillor Jenkins spoke as the member who, when still on the Committee, had requested the report. He explained that his concern was the current congestion in Cambridge, as opposed to increased congestion from future development. He believed measures were required to help buses run freely, which was not the case at the moment, as evidenced by Stagecoach changing their timetables as they could no longer guarantee buses running on time. He believed a tipping point had already been reached and there was a need for short term solutions to be put in place immediately, as the proposals in the City Deal could take years.

Members of the Committee comments included:

- Concern at the short timescale for people to apply to the call for evidence hearings and the difficulty in being able to provide a coherent response. In response it was indicated that the short timescale was due to the Board and Assembly wishing to tackle the recognised issue as quickly as possible and by building a consensus.
- Questioning whether previous detailed studies would be taken into account. In response reassurance was provided that other studies such as The Transport Innovation Grant (TIF) work and Cambridge Future Reports would be referenced.
- Other Members also made the point that people would not switch from cars unless the alternatives were made more attractive.

- The Vice Chairman indicated that he would be advocating a congestion charge as part of a radical new approach as there had been an opportunity a few years ago which had been missed.

Having commented, it was unanimously resolved:

to note the report.

167. FINANCE AND PERFORMANCE REPORT – SEPTEMBER 2015

This report provided the Committee with an opportunity to comment on the projected financial and performance outturn position as at the end of September 2015.

It was highlighted that at the end of September, ETE was forecasting a year-end underlying overspend on revenue of £92,000. However as an oral update, it was reported that the October Report showed that the overspend had not only reduced but a small underspend was now being forecast.

At the end of September, ETE was forecasting an underspend on Capital of £29.5m in relation to: cycling schemes; Huntingdon West of Town Centre Link Road; Ely Crossing and the Guided Busway with the only significant change since the last report being that slippage on Kings Dyke had increased from £1.976m to £4.235m as the scheme had been delayed due to the planning application taking longer than expected.

In relation to the twelve E&E Committee performance indicators set for 2015-16, due to the early point in the year, data was only available for nine of these, one was currently showing as red, none amber and eight green. The indicator that was currently red was the number of local bus passenger journeys originating in the authority area. At year-end, the current forecast was that none of the indicators would be red, three would be amber and six green.

It was unanimously resolved:

To note the report.

168. SERVICE COMMITTEE REVIEW OF DRAFT REVENUE BUSINESS PLANNING PROPOSALS FOR 2016/17 TO 2020/21

This report provided the Committee with an overview of the draft Business Plan Revenue Proposals for the Economy, Transport and Environment Service and specifically, the elements of that budget that were within the remit of the Economy and Environment Committee.

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 £40.7m were required for 2016-17, and a total of £118m across the full five years of the Business Plan. The savings target for ETE in 2016/17 was £6,593k. Further significant savings would also be required in subsequent years and the impact of the Autumn Spending Review might further affect the figures. The current expected savings

requirement for the next five years was shown in Table 8 with the total reduction in ETE budget over the current planning period likely to be a minimum of £16m.

It was explained that the gross ETE budget for 2015/16 was £89m but that a significant amount of the gross budget was income or tied up in major contracts and fixed payments that, at least in the short term, could not be varied. These included the Directorate's two Private Finance Initiative (PFI) contracts and concessionary bus pass payments which were a statutory entitlement. Table 9 of the report showed that even including income, the 'in scope' budget from which the five year savings can be made was £40m and without that income, the figure was just £14m. Although overall budget levels might change over the five year period for a variety of reasons, the key point for the Committee to note was that the level of savings required would inevitably lead to significant service reductions.

In relation to the revised schedule of fees and charges it was clarified that they had been increased to reflect the cost to the Council, where appropriate.

As an update it was indicated that Highway and Community Infrastructure Committee who had already met and discussed the same report had asked officers to look again at four areas of savings and report back to their Committee in December;

- Highways maintenance;
- Mobile libraries;
- Crossing patrols;
- Future costs of reducing community grants;

In addition they had also asked the officers to confirm that all options on advertising/sponsorship/income generation had been explored.

Members comments / questions included:

- Seeking clarification in relation to the text in paragraph 4.4 whether the officer work on the City Deal was charged for and whether more staff were required to deal with the increased workload. In response it was clarified that all City Deal expenditure was charged back to the City Deal and was not coming out of the ETE Revenue Budget. The point being made was that ETE Staff numbers were reducing each year at a time when the demand for their services was increasing and that some services would no longer be able to be provided. Where more staff resource was needed on the City Deal this would need to be bought in.
- Expressing concern at the effect reductions in County Council planning and passenger transport staff and being able to support district councils with their local plans and the risk of reducing them in areas where they were needed / would be needed in the future and where expertise would be lost. It was explained that in areas such as passenger transport where services were being reduced, this would inevitably require reductions in Management / support staff etc. to correspond to the smaller activity level.
- A number of members expressed particular concern regarding the proposed cut to the Community Transport Budget and their impact on being able to support other

providers. As a response in terms of proposed staff reductions in this area if most of the Community Transport activity was cut then this would leave core staff numbers to administer the requirements under concessionary fares.

- A question by Councillor Mason (regarding his concerns of the potential cost of the repairs required to keep the Guided Busway running), was on who was responsible for the budget for ongoing work. This would be taken up by officers in consultation with him outside of the meeting. **Action**
- A Fenland member sought assurance regarding the position of match funding for adult and skills training for 2016-17. In response it was indicated that the current savings were not in 2016/17 but in year two in 2017/18. It was reported that currently work was being undertaken with the Director of Public Health on looking for alternative funding and whether this was an area that could be funded in the Medium Term by Public Health.
- Whether Community Impact Assessments would be carried out for all cuts proposed. In response it was indicated that they had been prepared and were included as appendices to the report in relation to the Economy and Environment Committee areas and set out the worst case scenarios.

The Chairman indicated that he would be taking the report recommendations a) on noting the overview and context of the Business Plan proposal and c) the approach to demography and inflation together and would take the recommendation b) on the draft revenue savings proposals and d) on the proposed fees and charges as separate votes. Votes were taken on the original recommendations a) b) and c) without amendment.

Community Transport was the main area where officers were being asked to look again at the cut and whether alternative funding could be obtained from partners / or other savings within the Council budget could be found. An amendment was moved by Councillor Schumann and seconded by Councillor Clark on recommendation b) of the report to ask General Purposes Committee to remove the cut on Community Transport. On being put to the vote it was agreed by a clear majority. It was clarified in discussion that officers and the General Purposes Committee were being asked to reconsider this cut.

It was resolved unanimously to:

- a) Note the overview and context provided for the 2016/17 to 2020/21 Business Plan revenue proposals for the Service.
- b) agree the proposed approach to demography and inflation for those Economy, Transport and Environment services that are within the remit of the Highways and Community Infrastructure Committee for 2016/17 and endorse the recommendations.
- c) agree the proposed fees and charges for those Economy, Transport and Environment services that are within the remit of the Economy and environment Committee for 2016/17.

it was resolved by a majority

e) on the draft revenue savings proposals that were within the remit of the Economy and Environment Committee for 2016/17 to 2020/21, to endorse them for the General Purposes Committee, as part of consideration of the Council's overall Business Plan with the exception of Community Transport where officers and the General Purposes Committee were recommended to re-consider the cut.

169. ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

At the meeting of the Council held on 24 March 2015, it was agreed that each service committee should consider and approve its own training plan at every meeting.

A query was raised on why there was an additional column recording member attendance at each recent training event. In response it was clarified that as set out in section 1.1 of the report, Members of the Constitution and Ethics Committee had been concerned about the low take up at past organised training events and were keen that Members should be accountable publicly for their attendance. They had proposed the format of the form including this addition which had been approved at Full Council on 24th March 2015.

There was a query regarding the low turn out for the training event held on 3rd November and for the members attending the 10th November training event to be suitably updated. Officers undertook to look into this further and update the Plan where appropriate. **Action**

It was resolved unanimously to:

a) note and accept proposed additional training sessions in the Committee Training Plan.

b) to investigate further the accuracy of the attendance record of Members in respect of the November training sessions and to update, if appropriate.

170. ECONOMY AND ENVIRONMENT COMMITTEE SERVICE COMMITTEE AGENDA PLAN AND APPOINTMENTS TO INTERNAL ADVISORY GROUPS AND PANELS PARTNERSHIP LIAISON AND ADVISORY GROUPS AND THE HEALTH AND WELL BEING CHAMPION

There were no appointments requiring decisions in the current report.

On the agenda Plan Democratic Services provided the following update:

Additional Non key Decision report to be added from the published version;

For the 19th January Committee the addition of a non-key decision report titled "Proposed Economy and Environment Committee Strategic Framework Performance Indicators for 2016 /17".

The report titled 'Floods & Water Supplementary Planning Document' to be rescheduled from 19th January to 8th March:

It was resolved unanimously to:

- a) note the agenda plan as updated at the meeting.
- b) to note the intention not to use the reserve date in February unless any urgent decisions were required.

171. DATE OF NEXT MEETING 10AM THURSDAY 3rd DECEMBER 2015

Noted.

Chairman
3rd December 2015

**WRITTEN REPRESENTATIONS RECEIVED ON ABBEY – CHESTERTON BRIDGE
REFERRED TO AT THE MEETING (MINUTE 163)**

Sophie Hyde Fen Ditton Cambridge 11 November 2015

Dear Councillor –

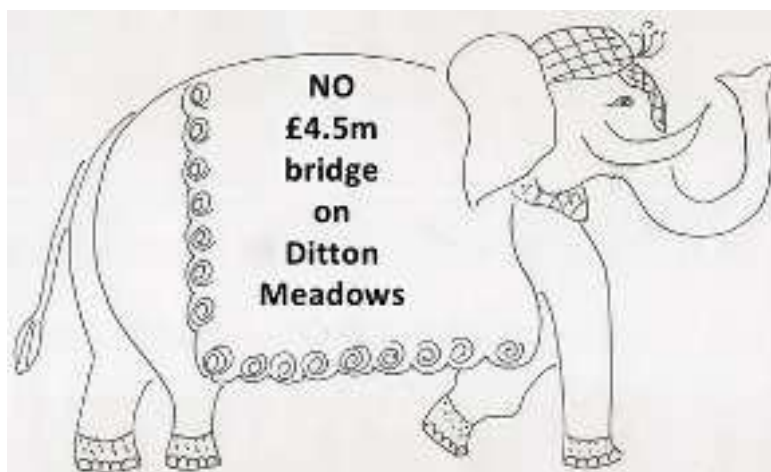
As a Councillor on the Economy and Environment Committee, you will be looking on 17 November at approving the progression of the proposed Abbey-Chesterton Bridge to the detailed design and planning stage. I believe this bridge is not justified on cost or benefit grounds and should not be built.

In theory, the bridge ticks boxes about sustainable transport and cycling and health benefits. But in reality it is a damaging and expensive piece of infrastructure. It will permanently alter a peaceful, rural part of Cambridge that provides some sense of wildness in an increasingly urban and congested environment.

It does not solve congestion problems. Indeed, the Department for Transport, which is funding the bridge via its City Cycle Ambition Fund, clearly shows that the benefits it expects are related to health and ambiance and not to transport (see attached table). In which case, why not leave the Meadow as the tranquil refuge it is, providing its own kind of unique and irreplaceable benefit – open, green space? Once the Meadow is built on – and the project includes not only the bridge itself, but a large tarmac approach path which doubles back on itself (increasing its footprint) as well as ramps – it will be permanently altered, buttercups ploughed under, lights and litter added and its character and the refuge for the soul that it provides, permanently changed.

The Chisholm Trail (of which this bridge forms a part, even if funded separately) doesn't address major cycling problems in Cambridge – it's only when it crashes through green space (Coldhams Common, Leper Chapel meadows, Ditton Meadows) that it becomes a proper cycle way, but at the cost of permanently altering our green spaces. The rest of the route just skirts around problems and through side streets, car parks, and shopping centres. So while you may feel that in voting for the Bridge you are providing some kind of 'world class' cycle route, in fact you are mostly just damaging the green space that makes Cambridge special.

Moreover, this huge bridge also does not connect in any sensible way onward from the where it lands on the north side of river – it drops down onto a path and then passes through a tiny cut-through to Road. If cyclists cross the and then want to go into they must use the even tinier boardwalk that goes under rail bridge. The Abbey Chesterton bridge is massively over-scaled to the



the
small
Fen
river
town,
the

onward infrastructure to which it links – it's a giant piece of hardware that plonks down in the middle of the Meadow without really providing a better (or even logical) onward cycle connections in either direction.

More fundamentally, so much of the natural world in England has been destroyed, and this is a lovely and iconic view in Cambridge – it would be far more valuable to preserve this bit of green space than to build a big white elephant bridge.

Table A1.1: Monetised benefits for funded schemes under the Cycle City Ambition Grant ('000£)									
	Birmingham	Bristol	Cambridge	Leeds	Manchester	Newcastle	Norwich	Oxford	Total
Noise	46	979	36	123	193	0	0	0	1,378
Local Air Quality	7	489	6	3	915	0	0	0	1,420
Greenhouse Gases	1,085	215	855	354	77	127	0	0	2,723
Journey Ambience	15,353	2,226	31,929	35,538	11,881	6	1,954	494	99,381
Accidents	741	3,026	583	6,095	1,932	0	5,902	728	19,008
Physical Fitness	33,387	58,540	169,719	13,434	149,765	22,756	1,727	14,884	464,212
Absenteeism	1,735	0	2,984	693	0	0	99	774	6,285
Congestion relief	7,054	66,961	5,554	15,177	49,784	4,418	473	0	149,422
Indirect Taxation	-1,656	-2,877	-1,304	-1,806	0	0	0	0	-7,644
Third Party contribution	-500	0	-5,023	0	0	0	0	-60	-5,582
Present Value Benefits	57,252	129,559	205,339	69,622	214,545	27,307	10,156	16,820	730,602
Present Value Costs	25,041	31,800	5,742	32,822	30,024	11,812	4,285	1,017	142,543
BCR	2.3	4.1	36.5	2.1	7.1	2.3	2.4	16.5	5.1

Submission from Ray Smith Resident of Fen Ditton

My main concern is that the route of the cycle way seems to have been fixed, and will be literally cast in stone if the bridge is built.

The proposed route which is to the east of the railway line contains many problems, which appear cumbersome and expensive to overcome. A typical pinch point is the culvert under the Ipswich railway Line on Coldham's Common. This I feel will be very expensive to heighten, as it will be as expensive to deepen as it would be to raise. The end result will still be just over 2 metres wide, and be a permanently wet underpass, unpleasant all year and dangerous in winter. This is not the standard for a super cycle highway.

There are existing routes and bridges that do not entail these problems, and can benefit enormously by numerous small improvement schemes. e.g. Green Dragon Bridge quoted at £120K.

Cambridge is growing and congestion will only get worse unless meaningful steps are taken. I feel that the bridge and route as publicised will be an expensive showpiece that in reality will not perform well for the bulk of Cambridge cyclists.

NOTE OF SUPPORT FOR THE REPORT RECOMMENDATIONS RECEIVED FROM OTHER CAMBRIDGE CITY COUNCILLORS CLLRS CAROLINE HART, JOAN WHITEHEAD, RICHARD JOHNSON AND PETER ROBERTS, READING;

“The project has the full support of all four councillors from Abbey ward because we feel it will be a welcome addition to our area, linking our ward further down the river to the future second train station and completing a major cycling and pedestrian route. While we are always cautious of any development on green space, we feel that the benefits of an Abbey-Chesterton bridge on this location outweigh the negatives. One of the most apparent benefits, as ward councillors representing one of the most economically deprived areas of both Cambridge and Cambridgeshire, is an even better, closer and healthier alternative route to a future major transport hub and area of significant employment growth on the other side of the Cam. There has been a great deal of talk about whether such an additional bridge is required, and we each feel that it is. Therefore we have no hesitation in continuing our support for the bridge, which will be respectful to its surrounding environment, and we hope you can find the courage join us in supporting the project”.

APPENDIX 2

WRITTEN SUBMISSION FROM CLLR AMANDA TAYLOR SUPPORTING THE RECOMMENDATIONS OF ITEM 5 BUS SERVICE FROM NEWMARKET ROAD PARK AND RIDE VIA ABBEY WARD TO ADDENBROOKE’S (MINUTE 164)

I shall not be able to attend the meeting but I and the Queen Edith's city councillors would like to give it our wholehearted support. We endorse the Abbey councillors' arguments that a direct route is needed from the Newmarket Road area to Addenbrooke's Hospital, given the demographics of that area and the combination of high proportions of long-term illness/disability and non car-ownership. We wonder whether the service might also assist students going to school at Coleridge and possibly Netherhall, or at any rate get them closer than existing services.

As Addenbrooke's Hospital is a major traffic generator, we would welcome any service that reduces reliance on private cars, and an additional bus service would enable more staff and visitors to get to the hospital, saving them money on parking charges, and taking away the need for them to park in residential streets. It will be important to look at the timings to get the best fit with work start times for hospital and schools.

We welcome the proposal for a stop at Hills Rd VI Form College, as this is another big traffic generator, albeit at the other end of Queen Edith's.

A stop outside Cambridge Leisure would be useful for people using the facilities there, although I note the bus does not run in the evenings.

It is difficult for people from this area to get to the Beehive, Sainsbury's and the Newmarket Road shops; at present many older people from this area use the community transport 114

service, whose future is uncertain. We suggest a stop at Tesco's in Newmarket Road, to serve not only Tesco's but the two sites opposite. The proposed service would offer a more frequent way of getting to that part of town, and would also serve the city cemetery and airport.

I hope the committee will vote for the recommendations.

APPENDIX 3

RESPONSE TO CAMBRIDGESHIRE AND PETERBOROUGH CLINICAL COMMISSIONING GROUP PUBLIC CONSULTATION ON THE FUTURE MODEL FOR NON-EMERGENCY PATIENT TRANSPORT SERVICE (NEPTS) IN OUR AREA (MINUTE 165)

Cambridgeshire County Council welcomes a review of NEPTS. The positive discussions between officers from both organisations to date are noted; the Council wishes to continue working closely with the CCG to help develop a new operating model for this service.

The following specific comments are made;

a) The Council considers that full exploration of the Total Transport concept is necessary, to establish if it can help mitigate the impact on transport of funding pressures across the public sector. The CCG is asked to participate fully in the pilot scheme planned for the Ely area. This will require the sharing and joint analysis of data, to establish where integrated services can offer financial savings whilst maintaining access to healthcare.

b) The Council encourages the CCG to set an overall tender specification which allows flexibility in the type and number of journeys to be delivered, and in the purpose of the proposed booking centre. The new contract should not restrict the potential impact of Total Transport in either the pilot area or any subsequent roll-out.

c) The Council understands that many current NEPTS trips are car based rather than requiring an ambulance and could be provided in other ways. The Council believes that community transport (CT) offers good value, well-regarded services, which could be developed as one possible model of provision. The current capacity of CT is, however, much lower than the volume of journeys that could potentially be cascaded from NEPTS, and therefore extra support for the sector would be required. The Council encourages the CCG to reallocate some funding from the existing NEPTS budget to CT schemes.