

ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday 9th March 2017

Time: 10.00a.m. to 11.57a.m.

Present: Councillors: I Bates (Chairman), J Clark, R Henson, D Jenkins, N Kavanagh, A Lay, M. Mason, M Shuter and S van de Ven (substituting for E Cearns)

Apologies: Councillors: E Cearns (Vice-Chairman), L Harford and J Schumann.

295. DECLARATIONS OF INTEREST

None received.

296. MINUTES

The minutes of the meeting held on 9th February 2017 were agreed as a correct record.

297. MINUTE ACTION LOG

The Minute Action Log update was noted, including the oral update on the action from Minute 292 'Progress Report of the Energy Investment Unit's Business Case' to draw up and circulate a fact sheet on the work that had been undertaken by the Unit, which informed the Committee that a fact sheet was due to be circulated that day.

298. PETITIONS AND PUBLIC QUESTIONS

No petitions were received.

One public question had been received from Mr Antony Carpen as a follow up to the question he had asked at the previous meeting asking "what legal powers does the County Council have, and what legal duties does the county council have regarding poor air quality in Cambridge and towns in the county?" The response provided at the February Committee meeting had been to explain that the County Council does not have any legal duties in relation to air quality as the relevant duties to monitor and manage air quality lie with the district councils. The Council does however work closely with the five district councils in respect of developing policies to help reduce air pollution.

Mr Carpen highlighted that he asked the same question to Cambridge City Council a couple of weeks later and indicated that Cllr Peter Roberts had stated publicly that the answer provided had been wrong providing video links to both meetings. He was therefore asking for council officers to reappraise the response in light of the very public disagreement between Cambridge City Council and Cambridgeshire County Council over who has what legal responsibilities and powers regarding air quality.

As Mr Carpen was not present in time for consideration of the item, in his absence it was resolved:

that officers provide a written response to Mr Carpen's question within ten working days.

CHANGE IN ORDER OF THE AGENDA

As the presenting officer had not arrived, the Chairman with the approval of the Committee, agreed to take item 5 'Greater Cambridge Greenways' as the first report to be considered.

299. GREATER CAMBRIDGE GREENWAYS

With the availability of some City Deal scheme development funding, an initial study into new and improved Non-Motorised User (NMU) routes was commissioned, with the name 'Greenways' being applied to the routes and the project. The report sought Member support for establishing a high quality network of NMU routes between South Cambridgeshire villages and Cambridge, primarily to encourage commuting by sustainable modes.

The expectation was that a network of Greenways would bring a broad range of benefits, including reduced traffic congestion and improved public health, as well as providing better access to employment and training. It was highlighted that Cambridgeshire already boasted the highest level of cycling in the UK, and that South Cambridgeshire cycling levels had risen to such an extent in the last four years to rank them the fourth highest cycling area in the Country.

Appendix 1 to the officers' report provided a plan of the routes reviewed and the proposed network. To facilitate it and ensure joined up thinking / maximisation of opportunities, an officer steering group had been established. As and when funding becomes available, the project would seek to actively work with local communities and stakeholders to develop each Greenway, to identify issues and to realise local aspirations, ensuring a community led 'bottom up' approach to planning the routes. In respect of funding, as an oral update it was reported that the City Deal Board meeting the previous day had agreed a funding allocation for the Programme.

Maintenance of routes was an issue that also required further work and a number of models, including the payment of commuted sums and the use of volunteer rangers, was being looked into for which the Council's Highways Team would be able to provide advice and guidance. It was indicated that some villages had already been undertaking their own maintenance of existing cycleways.

Matthew Danish from CamCycle spoke in support of the proposals. Councillor Francis Burkitt from South Cambridgeshire District Council and Councillor Peter Topping also provided written submissions of support which had been circulated to all Committee Members in advance of the meeting. All the referred to submissions are included in Appendix 1 to these Minutes. In response to Mr Danish's reference to formally

adopting, as a starting point for quality design for the width of cycleways, the document produced by Highways England known as Interim Advice Note 195/16 officers were aware of its contents.

The report was widely welcomed by Committee Members who raised issues / questions including:

- The Cycle Champion raised the aspiration of having a cycle route free of traffic all the way from Melbourn to St Ives. The Member commented that the Chisolm Trail would be an important link. He also made the point that currently it was not possible to cycle from the north side to the south side at Cambridge Station due to the car park blockage. In response the report author agreed that the Cambridge Station layout needed improvement with officers currently in discussion with Abellio Greater Anglia Rail franchisee and the developers Brookgate, to find a solution.
- Picking up on the point in paragraph 2.4, there was a need to carefully consider the width of cyclepaths to ensure they were wide enough for multipurpose use to enable them to be accessible to both cyclists and pedestrians and also taking account of the British Horse Society's wish to ensure full access to equestrians.
- On future ambitions, officers to consider the cycle route currently ending at Fulbourn to be extended to Balsham. The sentiment of the need to link outlying villages away from Cambridge was expressed by a number of Members. In response officers agreed with the sentiments while also needing to ensure that the routes were not diluted through expanding the network too far. The routes shown on the map were considered to be the key routes.
- In respect of ongoing maintenance, this engendered a significant debate with general agreement that having spent significant sums of money in their construction, there needed to be an ongoing planned maintenance programme. The point was made that with parish councils budgets stretched, this should not be on a voluntary activity that fell to them, but should be the responsibility of the County Council with specific budget provision provided.
- One Member highlighted the need for cyclepaths to be fit for purpose in all seasons, which in the growing season required the regular cutting back of weeds, especially when these included stinging nettles. Another Member made the point that two cuts were not sufficient during the summer months. Another point made was the need to ensure solar stud lights were checked on a regular basis to ensure they were not obscured by mud during the winter / wet periods.
- In terms of making cycle paths more environmentally friendly, the example of local business support planting wild flowers along the A10 Shepreth to Melbourn cyclepath verge was highlighted. The Member hoped that this could become standard practice in the future.
- The need to ensure that new cyclepaths were constructed to ensure they reached the full proposed destination in one construction phase, and included safe crossings at road junctions.

- Highlighting that Rampton had requested a footpath connection to the Guided Busway
- The need for proper routes covering Rampton, Cottenham and Willingham.
- The need to consider a new cycle route over the NIAB bridge with full public access to the North West Cambridge Development. The need for a better cycling route over the A14 / B1049 with better separation of traffic. **Action: The officer indicated he would speak to the local Councillors on these issues outside of the meeting.**

It was unanimously resolved:

- a) Support the proposal for a network of Greenways to be established.
- b) Support the process of community engagement.
- c) Note the work undertaken to date and the next steps.

300. CONNECTING CAMBRIDGESHIRE PLAN TO 2020

The Committee received a report outlining the Connecting Cambridgeshire Programme's progress to date on rolling out Superfast Broadband and set out the detail of the proposals for a follow on phase to 2020 with included updated targets.

It was recognised that having a world class digital connectivity infrastructure was an essential component to support key economic growth projects for the whole of Cambridgeshire. The current anticipated Superfast Broadband coverage would be to 97% premises in Cambridgeshire by the end of 2018 and represented a significant achievement (it was 60% coverage when the project started and was currently at 94% with an expectation of 95% by the end of the year). However as demand for connectivity continued to increase, there was on-going pressure from businesses and communities in Cambridgeshire to continue to improve all aspects of the digital infrastructure. As a result, the original targets to deliver the goal of world class connectivity and ensure Cambridgeshire's position as a leading digital county had been refreshed and were now proposed to be as follows:

Connectivity Infrastructure	Target by 2020
Superfast broadband coverage	>99%
Mobile 3G and 4G coverage for voice and data	>=National coverage targets
Public Access Wi-fi	+50 locations
Future Digital (5G)	Test-bed location

Section 2.3 of the officer report set out the detail of how the four work streams would be delivered. Section 3.2 set out details of the budgetary requirements and funding sources which were summarised as set out overleaf:

Connectivity	Target	Funding	Funding source
Fixed (Phase 4)	>99%	Up to £7.3m	Up to £5m borrowing against joint investment fund £2.3m European Regional Development Fund (ERDF) bid
Mobile	>=National coverage	-	No capital investment – requires programme support
Public Access Wi-fi	+50 locations	£25k	Programme contingency – within original funding allocation
Future Digital (5G)	Test-bed location	£250k	Programme contingency – within original funding allocation

Comments from Members included:

- One Member praised the fantastic progress that had been made by the Project, while supporting the further project extension as some villages still only had half aMbps, when further up the same road it could be at 20 Mbps. The Member made the point that when he had recently been talking to the police about rural crime, one of the obstacles was the lack of Wi-fi hotspots in rural villages. He emphasised what was needed was a hotspot location in every village, as this was not only required by the police, but also for doctors and social workers. He suggested this could be in a pub or church or even a private dwelling which could be accessed by others. In response the lead officer explained that the proposed project would increase public access but would be interested in receiving details of where the police believed there were coverage gaps. It was cautioned that the Project did not allow for every community asset to be connected.
- One Member sought clarification of the term 'dark fibre'. It was explained that this was unlit fibre and is in simple terms a mechanism to share digital assets.
- There was a request for a map highlighting the poor Mobile coverage. In response it was explained that this was not simple to do, although the County Council has been working recently with the Cambridge Ahead Connectivity Group to log areas of poor coverage provided by the County Council as it relied on users notifying the providers where coverage was poor. OfCom provided maps, but these were modeled maps and did not show actual coverage.
- There was a request for a map of the Wi-fi hotspots. The officer undertook to provide a link to the relevant map on the County Council website outside of the meeting. **Action: Noelle Godfrey**
- With reference to the Community Impact Assessment (CIA) and the reference to text reading "The availability of superfast broadband will help to address issues of exclusion among elderly and disabled people,..." one Member highlighted that its availability would still exclude a whole cohort of people who did not use electronic media.

It was resolved by an overwhelming majority to:

1) Approve the Cambridgeshire digital connectivity blueprint 2017-2020 with associated targets for broadband access and mobile coverage across Cambridgeshire and Peterborough. Including:

- a) Broadband - Phase 4 rollout to enable >99% superfast broadband coverage for homes and businesses across Cambridgeshire and Peterborough by 2020, subject to approval of the proposed additional funding mechanism to provide up to £7.3m by the Council's General Purposes Committee.
- b) Mobile - Improved mobile voice and data coverage to match or exceed national targets.
- c) Public Access Wi-Fi - Increased public access Wi-Fi through a joint investment project with village halls and community assets boards.
- d) Future Connectivity - Endorsement and support for the ambition for Cambridgeshire to be identified as a 5G test bed and pilot area as part of the Governments forward looking 5G strategy and rollout plans.

2) Delegate to the Executive Director for Economy, Transport and Environment in consultation with the Chairman and Vice-Chairman of the Economy and Environment Committee:

- a) The preparation, bid submission and, if successful, subsequent contract agreement for up to £2.5m European Regional Development Funds (ERDF) in support of Phase 4 Superfast Broadband rollout.
- b) The formulation of a Procurement Strategy which will secure the optimum coverage of Superfast broadband to remaining areas of the county and authority to proceed with any necessary procurement process related to Phase 4 Superfast Broadband rollout, up to and including identification of preferred bidder(s) for the contract or contracts.
- c) Following on from the procurement activities, authority to enter into one or more contracts to improve the digital connectivity infrastructure for Cambridgeshire and Peterborough.

301. BIKEABILITY CYCLE TRAINING

This report highlighted changes to the future funding of cycle training in schools for pupils as a result of revised Central Government priorities.

It was explained that free cycle training in primary schools had been offered in Cambridgeshire since the 1970s and that in the last two years, primary year groups 5 and 6 had been targeted for the training. Since 2009 the delivery model was an outsourced one, moving away from volunteer led cycle training managed by the Road Safety Team, to Bikeability training, promoted by Cycling England, resulting in minimal staff costs being incurred, contrasting with the previous model which required a number of posts devoted solely to the scheme.

In terms of cost, it was explained that each year an estimate of training places was made, and submitted as a bid to The Department for Transport (DfT). Up until the current year, DfT had always fully subsidised the number of required places- currently £45 per child trained. In recent years the numbers trained had increased steadily and currently the numbers trained per year exceeded 6,000. DfT had recently announced their intention going forward to top slice the Bikeability budget to provide another initiative called 'Bikeability Plus', which included other activities such as bike rides and bike maintenance. As demand for the Fund had risen year on year, priority was now to be given to new schemes. Although there would still be DfT funding, it was estimated that this could potentially lead to a shortfall of £20 per place.

Following discussions with the provider and the Association of Bikeability Schemes (TABS), and on the basis that some other neighbouring local authorities such as Hertfordshire, Suffolk and Central Bedfordshire were already charging parents, the officer proposal was to seek to charge schools for part of the cost. This was on the basis that schools were due to receive additional school sports premium funding from the sugar tax which was likely to double their funding in this area, and that officers would suggest that schools should be encouraged to use part of this funding to help subsidise the cost on the basis of the training being Physical Education (PE) activity. Peterborough and Northamptonshire were also considering levying a charge. The proposal was that if, when the new DfT funding was announced, it resulted in a shortfall, that charging should be introduced from September 2017. By agreeing to the officer recommendations at the current meeting, this would give schools good notice of the change to allow them to plan arrangements before the summer holidays.

In discussion the following issues were raised:

- With reference to the wording in paragraph 3.4, if there was an expectation that schools would pass on the additional costs to parents, one Member suggested that there should be a much stronger direction to encourage them to waive charges for those pupils entitled to free school meals. This would also be against the wider council strategic objectives of seeking to encourage as many people as possible to take up cycling and ensure safety awareness advice was provided to all children to help keep them safe.
- It would have been helpful for officers to have given an estimated total cost of the shortfall in the financial implications section of the report. In response it was explained that until the Government announced their agreed contribution this was difficult to estimate. The total cost of the training was confirmed as being £270,000.
- As there were no formal cycle test requirements, the training was the only

opportunity to give children some formal training on how to maintain their bikes and learn the rules of the road to help improve their own road safety awareness.

- There was a suggestion that more work needed to be undertaken by officers to think out of the box on alternative funding sources, such as seeking sponsorship from local / national cycle providers. Another Member suggested that officers should also look at whether Public Health grant funding could be utilised.
- The Chairman suggested officers should speak to respective colleague in both Health and Children and Young People's Services and alert the Chairwoman of CYP to the issues that had been raised.
- One Member referring to his own cycle training many years ago remembered that it had been organised by teachers as out of hours activity and wondered why this could not be encouraged again. In response it was explained that such out of hours voluntary activity involving teachers, parents and sometimes the police had always been patchy and uneven on what was taught, with the current scheme being based on teaching consistent nationally laid down standards.
- The Chairman asked whether there was a greater participation role for CamCycle. In response the officer explained that as a voluntary organisation they would not have sufficient resource, but were already making a contribution through the provision of cycle safety literature to new students.

Councillor Jenkins proposed an amendment which was seconded by Councillor van de Ven which was to delete recommendation a) and that in recognising the withdrawal of government funding, to ask officers to pursue other ways to fund universal coverage and that direct charges to individuals should be used as a last resort. In debating the amendment the following issues were raised:

- general support for not charging parents,
- Requiring further investigation of other funding sources.
- Highlighting that the County Council was in a better position to negotiate a sponsorship deal which would not be practicable for individual schools to seek to do.
- One Member suggested the cost differential should be included as core budget funding.

In response, the Executive Director reminded Members how had arrived at the agreed Business Plan approved by Council in February which had previously included reducing two officer posts in the Road Safety Team. He also highlighted that funding of the Team had been changed some time ago so that they were now funded from Capital not revenue monies and had to charge their salaries to specific infrastructure projects. He also reminded the Committee of the need to give good notice schools if charging was to be introduced and certainly before they closed for the summer holidays in Mid-July. He was concerned that if officers did go away and were not able to identify alternative funding before schools had time to implement alternative funding arrangements, there

could be a resultant budgetary pressure / shortfall, which would then need to be addressed at short notice. The Executive Director also expressed concern at the vagueness of the wording in the amendment reading “as a last resort” as this was very hard to define.

While Members still believed that not all options had currently been explored and wished to see officers carry out further investigations, at the invitation of the Chairman and having received the advice of the Executive Director, he invited Councillor Jenkins to consider withdrawing his amendment for the less prescriptive following wording which still conveyed most of the original intention:

- *To delete the current recommendations and request that officers seek alternative funding for the scheme through sponsorship or other funding streams.*
- *Agree to receive a further report outlining the outcome from discussions on sponsorship in June. (the date of the next meeting was 1st June)*

Councillor Jenkins agreed to withdraw his amendment in favour of the above amendment which was moved by the Chairman Councillor Bates and seconded by Councillor Shuter. On being put to the vote the amendment was agreed unanimously. There was then a vote on the revised substantive motion and

It was unanimously resolved:

- a) To request that officers seek alternative funding for the scheme through sponsorship or other funding streams.
- b) Agree to receive a further report outlining the outcome from discussions on sponsorship in June.

302. FINANCE AND PERFORMANCE REPORT TO JANUARY 2017

This report provided the financial position for the whole of the Economy, Transport and Environment (ETE) Service up to the end of January 2017. The headlines set out in the covering report were as follows:

Revenue: There were no significant variances and ETE was showing a £244k forecast underspend. The main variances since the end of December report were reported underspends in Growth and Development (£127k) Growth and Economy and Other (£221k) overspend in Park and Ride (£422k) and an underspend in Concessionary Fares (£422k).

Capital: The Capital Programme was forecast to be on target and £5.0m of the estimated £10.5m Capital Programme Variation had been met. There had been no changes in the Economy and Environment Capital Forecast from the December projections for the capital schemes within the Committee’s remit.

Of the fourteen performance indicators, three were currently red (an increase of one from the previous report to Committee), two amber and nine 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.
- The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work.

At year-end, the current forecast was that one performance indicator would be red (local bus journeys originating in the authority area), seven would be amber and six green (which was one more green indicator than the previous report estimate).

The Committee was requested to note the following three virements that General Purposes Committee would be asked to approve in order to make the funding for these available in 2017-18:

- Return to ETE reserves the £146K previously allocated for Strategic Transport Corridor Feasibility Studies and the £60k Transport Strategy Modelling, Analysis & Development as the work has not progressed as quickly as initially anticipated. There, however, is still the need for this work and so it is requested that funding is instead made available in 2017/18 for the same purpose.
- Return to ETE reserves the £42K previously allocated for King's Hedges Flood Risk Management Project as the work was funded via external contributions. However we wish to deliver a similar Flood Risk Management Scheme in March, and have secured match funding in principle, so it is requested that the £42K funding is made available in 2017/18 for that purpose.

Members' comments on the report included:

- Page 54 paragraph 2.4 Councillor Mason queried who had recommended the virement in relation to the Flood Risk grant funding for Kings Hedges Flood Risk management project of £42k to the March Surface Water Management Scheme and when the decision had been taken. **Action: Bob Menzies would find out and write to the Member and the rest of the Committee outside of the meeting.**
- Page 57 – Complaints and Representations – response rate- with reference to the text reading “that the majority of complaints received by Strategy and Development were for Passenger Transport” a Member queried whether these were complaints relating to delayed bus journeys? In response it was clarified that complaints regarding lack of bus punctuality were passed on to the bus operators as being their responsibility and were therefore not shown in the provided figures. Most of the complaints concerned park and ride issues.
- Page 60 on Appendix 1 - Service Level Budgetary Control report - Councillor Mason requested a breakdown of the Passenger Transport Other' line and also requested clarification in respect of whether all the administration costs of the Guided Busway were included and what the costs were. In response to the latter question, it was explained that the net budget cost was cost neutral (nil) as all the costs were covered by the operators. The officer agreed to write to Councillor

Mason after the meeting with a full explanation of the issues he had raised.

Action: Bob Menzies.

- Page 63 Park and Ride – with reference to a query on the wording on the outturn, it was confirmed that it related to just the Cambridge Park and Ride Sites and excluded the Longstanton and St Ives Park and Ride sites.

Having reviewed and commented on the report:

It was resolved;

To note the report.

303 ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

The Committee received the most current version of the Economy and Environment Committee Training Plan which was both a record of the training that had already taken place and also listed those still to be undertaken. It was highlighted that the two outstanding training sessions previously requested, had now been included as sessions within the Members Seminar Programme (10th March included Total Transport) and 7th April (included Neighbourhood Planning and Infrastructure Bill)

It was resolved:

To note the upcoming training session dates as listed in Appendix 1 of the report.

304. ECONOMY AND ENVIRONMENT SERVICE COMMITTEE AGENDA PLAN AND APPOINTMENTS TO OUTSIDE BODIES, INTERNAL ADVISORY GROUPS AND PANELS AND PARTNERSHIP LIAISON AND ADVISORY GROUPS

The Committee received the current version of the agenda plan for information and also a request to agree a permanent delegation to facilitate speeding up appointments to outside bodies between meetings on the rare occasion when a speedy appointment to deal with a vacancy or other issue was required. The same delegation was being sought for the relevant Executive Director from each service committee.

It was resolved to:

- a) Note the Forward Agenda Plan at Appendix 1 of the officer report.
- b) Agree to delegate on a permanent basis between meetings, the power to appoint representatives to any outstanding outside bodies, groups, panels and partnership liaison and advisory groups, within the remit of the Economy and Environment (E&E) Committee to the Executive Director Economy, Transport and Environment (ETE) in consultation with E&E Spokes.

Chairman
1st June 2017

MINUTE 299 - GREATER CAMBRIDGE GREENWAYS – SUBMISSION IN SUPPORT OF THE SCHEME

A) FROM MATTHEW DANISH CAMCYCLE

Camcycle would like to express support for the concept of providing safe, accessible and attractive walking and cycling links both between villages and to Cambridge in the Greater Cambridge area. These links should be designed to be usable by all people of all confidence levels and abilities. We would like to note that a serious commitment to enabling all-purpose, year-round travel by non-motorised users means using high-quality standards and maintenance practices. Those standards must take into account the needs of all users, including people walking, cycling and -- where appropriate -- riding horses, and should be sensitive to the specific context and surrounding environment at each point in the design.

In particular, it is important that where Greenways must cross highways that the junction design is safe and usable for people of all ages and abilities, and that the geometric design of the Greenway paths does not create blindspots or other dangerous surprises.

We recommend formally adopting, as a starting point for quality design, the document produced by Highways England known as Interim Advice Note 195/16:

Cycle Traffic and the Strategic Road Network. The principles contained within show how a safe cycleway is built from the ground up, and can be applied to each segment of a Greenway to produce the most sensitive and safe design that is suitable for all users of the path. While IAN 195/16 is not the be-all and end-all of standards, it takes the important step of specifically considering both the needs of parents cycling with children as well as those of people with disabilities. We believe that the Greenways design guidelines should also take onboard those considerations.

Despite some concerns regarding the standards of previous construction, these Greenway plans offer a good opportunity to show how high-quality routes can provide opportunities for a far wider range of people, including school-age children, to cycle and walk between local villages, to schools and places of employment as well as into Cambridge. These Greenways should also enable more leisure trips for individuals and families in a pleasant environment, safely away from busy major roads, avoiding pollution and danger.

We welcome the support of the County Economy and Environment Committee in taking the Greenway proposals forward, and would be pleased to work with officers, local communities and others to ensure progress with these plans.

B) COUNCILLOR FRANCIS BURKITT'S SUBMISSION

I am a South Cambridgeshire District Councillor, the SCDC Portfolio Holder for the Greater Cambridge City Deal, and the Vice-Chair of the Greater Cambridge City Deal. I would like to write in support of this report and the resolution contained in it, both from a City Deal and a SCDC perspective. We are very keen on the Greenways project.

From a City Deal point of view, it is a core part of our objective to encourage “modal shift” from cars onto (among other things) cycles, and the most obvious aspect to tackle first is car-commuting from the villages immediately adjacent to the City, which is what Greenways would address. As you know, the City Deal Assembly last week supported the City Deal funding the next stage of this project, and by the time of your meeting you will know if the Board endorsed it (which I expect it will).

From a SCDC perspective, most if not all of the neighbouring villages are clamouring for this scheme. For example, the village adjacent to me (Haslingfield) has been seeking a cycle-route to Cambridge for nearly 5 years now; and I know that Fulbourn is keen on one as well. The public health aspects are obvious. I therefore offer my support to this project.

C)COUNCILLOR TOPPING’S SUBMISSION

I support this proposal as both a County Councillor and also the Leader of South Cambridgeshire District Council. My support is based on the need to ensure that cycling is a viable option for commuting and generally travelling from villages adjacent to Cambridge City. The success of the cycleway from Shelford to Addenbrookes is a good example of this.

