

CABINET: MINUTES

Date: 18th December 2007

Time: 10.00 a.m. – 11.43 a.m.

Present: K Walters (Chairman)

Councillors: M Bradney, M Curtis, D Harty, V H Lucas, L W McGuire, R Pegram (Vice Chairman), J E Reynolds and J M Tuck

Also in Attendance

Councillors: M Ballard, J Batchelor, N Harrison, D Jenkins, S King, A Kent, L Wilson and J West

Apologies: Councillor: F H Yeulett.

465. MINUTES 4th DECEMBER 2007

The minutes of the meeting of the Cabinet held on 4th December 2007 were approved as a correct record.

466. DECLARATIONS OF INTERESTS

Cllr Lucas declared a personal and non-prejudicial interest in agenda item 4c) "Health and Adult Social Care Scrutiny Committee (HASC) member led Review of Education and Information on Drug and Alcohol Issues for Young People Aged 11-18" following his appointment as the chairman of the Cambridgeshire Primary Care Trust's Provider Services Board

Councillor Curtis declared a personal interest in item 4c) "Health and Adult Social Care Scrutiny Committee Member Led Review of Educations and Information on Drug and Alcohol Issues for Young People Aged 11-18" as he was the Review Chairman.

Cllr Reynolds declared a personal and non-prejudicial interest in agenda Item 12 "Waste Disposal Policies" as the chairman of Renewables East.

467. PETITIONS

Both the petitions presented related to proposed traffic schemes included in a report later on the agenda (item 7 'Accident Remedies and Traffic Management Programme – Medium Sized Schemes') Cabinet therefore agreed that following receipt of both petition presentations they would consider the report as the next item of business.

A) Petition with a total of 125 signatures requesting traffic calming measures to be installed in High Street, Melbourn.

This petition was presented by the organiser Claire Challis (nee Irvin) who explained that

traffic calming measures were needed due to the excessive speed of some vehicles travelling along the High Street, with some travelling at approximately 60 miles per hour (MPH) in a 30 mph speed limit area. From her personal experience she had recently lost a streetwise cat in a traffic accident along the road, as well as having witnessed a two car accident outside her front door. The residents and herself were concerned that unless measures were taken to restrict the speed of motorists, there would inevitably be the risk of serious or fatal injuries to pedestrians trying to cross the road. The campaign had the support of the local MPs, BBC Cambridgeshire and the Cambridge Evening News. (the proposal for speed reduction measures was listed as item 21 in appendix A and B of the report at agenda item 7)

In response to the petition Cabinet Members raised the following issues:

- A question was raised on whether the parish council had made representations to the appropriate Area Joint Committee for funding. In response the petitioner confirmed that applications had been made in the last 12 years.
- Whether the police had carried out any speed checks along the road. To the best of her knowledge the petitioner knew of one check carried in June during the lunch time period, which she did not believe was a representative time or day.

B) New Petition of 68 signatures calling on the County Council to provide a safe crossing of the A141 at the Kings Ripton Road Junction by installing traffic lights with a pedestrian phase, or a pedestrian bridge, together with associated footpaths and cyclepaths.

This petition was presented by Councillor John Morgan, the town councillor for the Huntingdon North Ward. The new petition had been organised by the Warren Hay Road Safety Action Group, which had been set up to campaign for a safe crossing at the point of the A141 following the death of Warren Hay, who had been killed while trying to cross from Huntingdon to the football field on Kings Ripton Road. (two maps were tabled for Cabinet members from the petition organisers to help aid understanding of the issues)

The new petition made reference to scheme 4 in appendices A and B in report item 7, whereby it was proposed that a central reservation would be installed to prevent vehicles turning right into and out of Kings Ripton Road and to give a midway refuge for pedestrians crossing the A141. In the petitioners view such a measure was primarily to reduce car accidents and would not provide the level of safety required, as the traffic along the A141 was very heavy and drivers turning from Kings Ripton Road would be concentrating on traffic and would not easily see pedestrians wishing to cross. In their view even pedestrians trying to only cross one carriageway to the central reservation were likely to take serious risks. The example provided was of a child trying to catch up with friends through a blind exit from the footpath. The Councillor also stated that Scheme 4 had the disadvantage of requiring vehicles from the north heading towards the Tesco store of the A14 to undertake a two mile detour to the already congested Hartford roundabout. The alternative route was to travel through Abbots Ripton, which was a winding, dangerous road thereby increasing carbon emissions and moving the danger to another location. They therefore urged Cabinet to adopt a scheme with a safe crossing, which would include traffic lights with a pedestrian phase. (Option 14 Appendix B on report 7)

Reference was made to the coroner at the inquest into Warren's death criticising all councils involved for ignoring advice when the playing fields were first planned in 1993. (clarification was given that this was only in relation to the district and town council)

The petitioners welcomed the press release from the Lead member for Highways and Transport stating that had called on the other councils to help fund the higher cost scheme 14, and that he was also hopeful of additional funding from other sources for the footpaths and cycleways from the A141 to the playing fields.

In response, a question was raised regarding whether the petitioners were aware that the recommendation of the Huntingdonshire Traffic Management Area Joint Committee (AJC) in September had been to support scheme 4 and that as part of Huntingdon Town Centre improvements, footpaths would be provided along Sapley Road and Kings Ripton Road. The spokesperson was able to confirm knowledge of both.

468. ACCIDENT REMEDIES AND TRAFFIC MANAGEMENT PROGRAMME – MEDIUM SIZED SCHEMES

Cabinet received the above titled report in order to be able to:

- review progress on medium sized traffic and safety schemes programmed for 2007/08;
- determine the priority of schemes for the 2008/2009 programme; and
- consider the future management of the Medium Sized Schemes list, referred to historically as the 'October list'.

It was explained that due to funding constraints it was never possible to fund all the schemes included in the appendices and that currently funding was only available for the first four schemes. Appendix A contained the list of schemes ranked in accordance with the agreed points scoring system, which ranked traffic safety schemes in terms of their effectiveness in reducing likely accidents. It was agreed that the first four schemes should be taken forward for more detailed development and that apart from Mill Road (a two year duration innovatory scheme) the other three schemes could be implemented in 2008/09.

Cabinet noted that:

- Of the four schemes selected the first scheme (improvements to the A1307 Park Hill/Horseheath Green) had been the site of 4 injury accidents in the previous three years and since the publication of the report on the agenda a further accident fatality had occurred.
- Scheme 3, for the A505 Flint Cross Junction was seen as a low cost solution which would significantly reduce the number of accidents.
- With reference to the solution in respect of the A141 Kings Ripton Road Junction (scheme 4) it was reported that this junction had been the subject of a 10,000 signature petition to the Huntingdonshire Area Joint Committee (AJC) requesting a pedestrian and cycle bridge. It had been explained at the AJC that such a scheme was unaffordable as it would cost in the region of £1m but that other solutions as

already discussed earlier in the meeting were being actively sought. It was confirmed that if sufficient funding became available to progress scheme 14 (an additional £240k cost) then there would be no need to also undertake Scheme 4.

- Cabinet noted that the local member for Petersfield had via an e-mail expressed her full support for taking forward to the next stage the possible accident reduction scheme for Mill Road, Cambridge (recommended as the second highest priority for 2008/9) which she was able to confirm also had the support of local residents.

Cabinet was reminded that on 4th December it had approved a review of speed limits on all A and B roads in the County. The present report highlighted that three of the schemes listed in Appendix A required changes to a speed limit on an A or B road and as they would feature in the A and B road speed limit review, it was agreed that they should be deferred until such time as the speed limit reviews for each of the sites was completed.

Cabinet noted that there were a total of 42 schemes on the current year's list for assessment. As there was currently no mechanism for removing schemes once they had been submitted, many of the schemes, particularly those with lower scores, had remained on the list for several years. As the top scoring sites were removed from the list each year, and new higher priority sites submitted the chances of those lower ranking schemes being delivered did not necessarily increase, regardless of how many years they remained on the list. As a result of the above information, Cabinet accepted that unless there were significant changes to the road environment or traffic levels, the score for a particular site tended to be the same order each time it is assessed. As reducing the number of sites that had to be reassessed each year would significantly reduce the amount of officer time required for assessments and allow more time for delivery of the road safety engineering service, Cabinet agreed that any schemes with no accident reduction benefit or those with an overall score of zero or less should be removed from the list.

Progress was requested on the 2007/08 Programme in respect of the Forty Foot Bank scheme to install average speed cameras. In reply, it was explained that some preparatory work had been undertaken and that the latest technology cameras were expected to be installed by April 2009, utilising existing telephone lines, which required less excavation work. The delay in installation was as a result of the need for Home Office Approval. It was confirmed that there was currently sufficient budget available to pay for the scheme over the two year phase.

It was resolved:

- i) To note the progress on programme delivery;
- ii) To approve the priority order of medium sized schemes as set out in Appendix A subject to the deferment of those schemes requiring changes to A and B road speed limits;
- iii) To approve the commencement of design and consultation on schemes 1 to 4 in Appendix A in respect of;
 - a) A1307, Cardinals Green junction.
 - b) Mill Road, Romsey, Cambridge.

- c) A505 Flint Cross, junction.
- d) A141 King's Ripton Road Junction.
- iv) To approve the changes detailed in Section 4 of the report to allow the 'October list' to be more effectively managed.
- v) To fully endorse the continued negotiations by the portfolio holder for Highways and Transport being undertaken with Huntingdonshire District Council and Huntingdon Town Council to seek to secure joint funding to enable the enhanced scheme (set out in Appendix B at 14) titled '141 Kings Ripton Road Junction - Option B traffic signals with pedestrian facilities' to be progressed.

469. ISSUES ARISING FROM SCRUTINY COMMITTEES

A) Environment and Community Services Member Led Review of Rural Passenger Transport

Cabinet received the report of the Environment and Community Services Scrutiny Committee's Review of Rural Passenger Transport introduced by its chairman who thanked those Members, consultants and officers who had been involved in the review. The full report was only made available to Cabinet Members and Group Leaders.

The review analysed the performance of Community Transport Schemes as well as the subsidies made to contracted bus services to help meet travel needs that were not met by commercially provided services. The review made recommendations about how both types of provision could be improved and asked Cabinet to accept the recommendations contained in the report outlined on pages 2-6 of the covering report. In summing up, the chairman of the scrutiny committee expressed concern that the response commentary included as report 4b) was not as positive as it might have been. He highlighted paragraph 2.1 which set out reservations in relation to the amount of resources that would be required (both personnel and finance) to implement some of the recommendations and also the views expressed that certain target dates might be overly optimistic.

B) Response to Environment and Community Services Scrutiny Committee Paper on Rural Passenger Transport

In discussing the report, Cabinet confirmed their concerns regarding the resource implications and the realism of the timescales in some of the scrutiny committee recommendations as detailed in the response report. In relation to recommendation 1 titled 'Better Process for Allocating Funding' the Cabinet Member for Highways and Transport made reference to a workshop held in November hosted by Peterborough City Council to discuss this issue which had been very well attended by districts, while at the same time expressing his disappointment at the poor attendance from the relevant scrutiny committee membership.

Officers confirmed that until detailed business cases were drawn up and the necessary research completed, accurate financial estimates could not be provided. In supporting

the recommendations of scrutiny and the responses set out, Cabinet requested a progress report against all the recommendations.

It was resolved:

- i) To support the scrutiny committee recommendations set out in the original report subject to Cabinet recording its concerns regarding some the resource implications and the target dates set out.
- ii) To agree the recommendation responses in the report (Attached as an appendix to these Minutes).
- iii) To receive a report in a year's time to monitor progress against the recommendations.

C) Health and Adult Social Care Scrutiny Committee (HASC) Member Led Review of Education and Information on drug and alcohol issues for young people aged 11-18.

The chairman of the joint HASC presented selected highlights of the Member led review. The review had been based on a recognition that substance misuse by young people, particularly the increased misuse of alcohol, was a public health issue of growing concern nationally and locally, which had a negative impact both on the health and well being of young people, and on society as a whole. The review identified as an issue of concern the impact of Government funding uncertainties on the Drug and Alcohol Action Team (DAAT) services and plans and suggested the need to ensure the best use was made of available mainstream resources. It made recommendations for a more strategic approach to alcohol services for adults and young people that included a properly resourced alcohol strategy for Cambridgeshire. It also made recommendations for improvements in supporting vulnerable young people and in preventative work outside of the school setting.

The report requested that Cabinet should consider and support the HASC report and recommendations.

D) Response to Health and Adult Social Care Scrutiny Report – Review of Drug and Alcohol Issues for 11-18 year olds

Councillor Curtis placed on record his thanks for the excellent work carried out by the HASC lead scrutiny co-ordinating officer.

In discussing the report the following points were made:

- Highlighting the important preventative role the County Council's Trading Standards Service had in helping reduce underage alcohol consumption. Cabinet was reminded that the Service's excellent work had recently been recognised through the presentation of a Government sponsored national award.
- In respect of the issues highlighted regarding young carer leavers, questions were raised regarding whether training schemes were being offered and if experiences

could be shared from other authorities offering similar schemes. In response it was reported that the Corporate Parenting Steering Group was taking up the issues around young carers needs. Currently there was no knowledge of other authority schemes.

- Querying with reference to paragraph 11.2.6 the level of support that young people not in care received after leaving Pupil Referral Units (PRU) before starting college or work later in the year to help sustain an appropriate level of behaviour/ fill in the time lag. There were concerns that this was the area where a trusted relationship/support facility was no longer provided and was the principle reason why many did not enrol to colleges in the September. In response it was reported that discussions were taking place with local skills providers to ensure that training was made available as soon as young people left a PRU.
- The need for one lead authority to ensure partnership accountability.
- It was recognised that the Local Area Agreement was the appropriate forum to establish greater future funding stability.

As with the previous scrutiny report it was considered appropriate that Cabinet should receive a progress report in a year's time.

It was resolved:

- i) To accept the recommendations from the scrutiny committee subject to any qualifications made in the responses in the current report.
- ii) To agree the responses set out in the report against each recommendation. (as set out in the appendix to these minutes)
- iii) To agree to receive a progress report against the recommendations in a year's time.

470. COUNTY COUNCIL FORWARD PRIORITIES

Following on from the changes to the priorities agreed by Cabinet on 14th November in response to public consultation, a further round of internal consultation with the Corporate Leadership Team and Heads of Service had been undertaken. Cabinet therefore now received for approval a report on the revised Council Priorities, attached at Appendix 1 to the report.

In response to the request for any further amendments, there was the suggestion to change the wording at the top of page 2 objective 3 c) to include the words "feel safe" in order to address issues of bullying. Officers agreed to look at a possible change to reflect the point made.

It was resolved:

- i) To delegate responsibility for agreeing any minor alterations to the Strategic Objectives and Service Delivery Principles to the Leader of the Council, in consultation with the Acting Chief Executive, including considering the suggestion of changing the wording at the top of page 2 objective 3 c) to include the words "feel safe".

- ii) To agree the principle of including short to medium term improvement priorities in the Council's Integrated Plan, to be submitted for Cabinet approval later in the planning process.

471. INTEGRATED PLANNING - FINANCIAL SETTLEMENT AND THE COUNTY COUNCIL BUDGET

Cabinet received a report providing details of the recent financial settlement for Cambridgeshire, and requesting it to consider the impact on the County Council budget for 2008-09 with a view to making representations to Central Government.

Cabinet expressed extreme concern at the impact on Cambridgeshire of the recently announced Financial Settlement. The County Council's grant increases in each of the next three years were well below inflation, providing in real terms grant cuts in all years and were much lower than the average county council settlement. It was highlighted that the County Council's increase of 2% for 2008-09 was the lowest in a decade and was completely insufficient to meet the cost pressures faced due to the rapid growth of the County. Therefore it was agreed that there should be prepared a full and detailed representations letter to Government protesting in the strongest terms at the latest settlement. It was agreed that the response letter should also request that the Government should be asked to provide an explanation (in the spirit of operating a fairer and more transparent system) on the detail of the calculation used to arrive at the County Council's grant settlement and how the County's demography/growth pressures had been taken into account. This latter point was crucial bearing in mind that Cambridgeshire was the fastest growing county in England and yet had been allocated below inflation settlements and also bearing in mind that local government inflation was much higher than retail price index inflation.

Due to the extremely tight settlement, after discussion it was agreed that it was inappropriate to consult on the County Council's budget proposals on any less than a 5% Council Tax increase, as any lower council tax increase would result in severe service reductions, which were not acceptable to the Administration. It was also not considered appropriate to recommend anything greater than a 5% increase, as this would be an unacceptable burden on residents and was also likely to attract Government capping restrictions.

It was resolved:

- i) To delegate to the Acting Chief Executive, and the Director of Finance, Property and Performance in consultation with the Leader of the Council and the Cabinet Member for Corporate Services the authority to prepare a robust letter of representation to the Government based on comments received at the meeting.
- ii) To agree proposals for a period of consultation on a suggested Council Tax increase of 5% for 2008-09.

472. INTEGRATED PLANNING BUDGET BRIEFINGS (IPBB)

Cabinet received a report on issues raised at the recent IPBB meetings held in November in advance of considering the Budget asking it to note the views put forward. Cabinet noted the main issues under each section.

In respect of the Buckden Household Waste Recycling Centre referred to on page 7, the Cabinet Member for Environment and Community Services reported that he had now provided the local Member with a more detailed response than that made at the Environment and Community Services IPBB meeting.

It was agreed to change the recommendation to reflect the different process being undertaken in the current year.

It was resolved:

To note the report and to take into account the issues raised when developing detailed budget proposals to come back to the Cabinet meeting in January.

473. AMENDED HOME TO SCHOOL/COLLEGE TRANSPORT POLICY

Cabinet received a report to inform it of:

- the Authority's duty to amend its Home to School/College Transport Policy as required by the Education & Inspections Act 2006 whereby the provision of post-16 transport ceased to be discretionary and local authorities now had a duty to make arrangements to assist post-16 students with transport costs.
- The new duties placed upon local authorities by Part 6 of the Education and Inspections Act 2006
- the need to amend the Home to School/College Transport Policy to ensure that it addressed current operational issues

and sought approval to publish the amended version of the Home to School/College Transport Policy. The full colour version of the policy had only been made available to Cabinet and Group Leaders.

Issues raised included whether in the light of uncertainty around Government funding, there was any contingency in the budget to pay for any shortfall as a result in the proposed changes. In response it was reported that the Government had provided additional budget provision of £99k to fund extended secondary school rights, which left a potential budget pressure of about £60k which the authority had no alternative but to fund as it was a statutory requirement. This however could be partly offset from primary rights funding which had already been received.

It was resolved:

To agree to the publication of the amended Home to School/College Transport Policy.

474. TRANSPORT INTEGRATION PROPOSALS THE SECTION 29 JOINT POLICY COMMITTEE (CAMBRIDGE FRINGES) AND THE JOINT TRANSPORT FORUM

Cabinet received a report updating it on the current progress on transport integration within the Fringe areas and beyond.

Cabinet noted that:

- following its consideration of the Section 29 Committee at its October meeting, a series of discussion meetings had taken place between County Council lead members and officers and those from the City Council and South Cambridgeshire District Council to develop proposals for improved integration of planning and transport matters relating to the Growth Agenda. To this end, discussions had taken place around the potential creation of a Joint Transport Forum between the three authorities to cooperate and collaborate on the development and delivery of transport proposals for the area within the Cambridge Sub-Region covered by the City Council and South Cambridgeshire District Council.
- One important aspect of the proposed Forum brief would be to debate the Transport Innovation Fund bid which had recently been submitted in outline form to the Government.

The following issues were raised:

- Page 2 paragraph 8 of the terms of reference - this needed to be tidied up to reflect the appropriate revised access to information paragraphs.
- Page 3 paragraph 10 of the terms of reference - it was suggested that the last word should be amended to read “authority” rather than “party” to make it clear that the members of the controlling party sitting on the working group were representing their authority.

Subject to the wording of the outline terms of reference being further refined, Cabinet agreed to a proposal to create a Forum to discuss and influence strategic transport policy and implementation within the Cambridge Sub-Region. This would be on the basis that transport decision-making powers would continue to rest solely with the County Council as the transport authority for Cambridgeshire.

It was resolved:

- i) To note the progress that has been made in developing Terms of Reference for a section 29 Committee to be set up between the County Council, Cambridge City Council and South Cambridgeshire District Council, and particularly the proposals for integrating transport and land use planning; and
- ii) To endorse the outline Terms of Reference for a Joint Transport Working Group between the three above mentioned authorities and delegate to the Cabinet Member for Environment and Community Services in consultation with the Deputy Chief Executive for Environment and Community Services the responsibility for finalising the Terms of Reference in conjunction with the City Council and South Cambridgeshire District Council.

475. ESTATES IMPLEMENTATION STRATEGY TO 2017

Cabinet received a report setting out proposals for supporting the Integrated Planning Process through the creation of a new Estates Implementation Strategy. This would require a step change to meet the challenges ahead to ensure best value for money from assets and that they were fit for purpose and to also ensure schemes were brought forward in sufficient numbers with sufficient rigour which were also fully aligned to revised corporate priorities.

Cabinet noted:

- the potential call on revenue headroom to meet the borrowing costs incurred to pump-prime the project. The overall programme would require some upfront prudential borrowing to cover modest capital outflows in years 1 through 3 and a higher outlay in year 4 associated with the potential Shire hall Campus Development. The break even point was expected in year 5 (2012/13).
- the new proposed strategy would take a broad approach across a ten-year time horizon to bring forward an additional £100m of capital receipts over and above those expected (currently a 3-5 years time horizon was used with ring-fenced receipts identified throughout the period and £5m in each of 2008/09 and 2009/10 years to reduce interest debt and part fund a common capital programme).

It was resolved to:

- i) Approve the over-arching Estates Strategy.
- ii) Note that resources to pump prime through Prudential borrowing to support the project (as well as noting the significant pay-back planned) should be given priority consideration in the final stages of the budget setting process.
- iii) Note that in creating the Strategy a significant amount of preparatory work had occurred at a top level with Offices.
- iv) Note that to drive forward the Strategy, early discussions would be required to manage the service and estate implications of properties that were likely to be replaced / refurbished in years 1 through 3 of the programme.

476. NORTHSTOWE TRUST

Cabinet received a report updating it on the options being considered for a Northstowe development trust, making recommendations for its formation in early 2008, along with details of the level of financial commitment to the proposals to be incurred by the County Council. (£25k this financial year and 25k in 2008/09 as a quarter share of the initial costs of £200k) Beyond that further financial support would be linked to the successful achievement of external funding.

Cabinet noted that partners were simultaneously considering the roles and relationships of both the Parish/Town Council and the Trust and the potential for a formal link between the two organisations, particularly in the early years of the development. It was considered essential that there were clearly defined relationships that recognised the democratic and governance role that the Town Council could have and the relative flexibility under which the Trust would operate.

The Local Member for Willingham had requested to speak supporting the establishment of the Trust and raised issues in respect of:

- The need to agree the Trust's remit as soon as possible, in order to determine its role and financial standing.
- The need to clarify as soon as possible through the robust business plan where future funding would be accessed from, to ensure there was no further financial burden on the County Council.
- Clarification of the role of the secondary school in the provision of community facilities. In response it was noted that regular meetings were being held between officers in Environment and Community Services (ECS) and Children and Young People's Services (CYPS) to discuss progress on both this and the Civic Hub. Clarification of the competition arrangements was still being sought from Government before officers could confirm the role of the school.
- Concerns regarding how realistic the assumptions were in the report from Ernst and Young regarding the substantial income that it was suggested would be achieved through using wind turbines and combined heat and power sources and also via rental income from the Civic Hub. It was also highlighted that currently the developers had no plans for either form of energy supply. Another member queried whether the income projections included provision for replacement funding of the substantial capital energy producing plant. This would need to be looked into as part of the business plan.

It was resolved:

- i) That the County Council supported in principle the creation of a Trust for Northstowe and the surrounding area, subject to concerns raised at the meeting being addressed.
- ii) That the Director of Community Learning and Development continue as the Cambridgeshire County Council (CCC) representative to the officer Steering Group to continue the initial development of the Trust and that the Director of Finance Performance and Property should also continue to be involved in providing expertise.
- iii) That the full Trust Board would be a member appointment, and that the Cabinet Portfolio Holder for Communities, and the Local Member for Willingham should be the County Council's nominations to the Board.

- iv) That the funding to support the Trust was made available as follows, £25,000 in 2007/08 and £25,000 in 2008/09 and that there should no further commitment beyond the two years.
- v) To note the funding allocated for this year (2007/08) would need to come from existing budgets, and that the bid for 2008/09 funding had been included within the Integrated Planning Process.
- vi) To receive regular progress reports back to Cabinet.

477. WASTE DISPOSAL POLICIES

This report to Cabinet proposed the adoption of policies in respect of:

- All aspects of waste from tenanted properties.
- The acceptance of different waste types, including plasterboard, at Recycling Centres.

The proposals were in response to an increasing number of enquiries received and Cabinet noted that the suggested policies were to ensure that the County Council, as the Waste Disposal Authority, was operating policies that were both legally robust and consistent.

Cabinet noted:

- An oral update that the Waste and Environment Forum on 14th December had endorsed the proposals.
- That advice to landlords on their responsibilities for tenants waste was available on the Council website and at the Call Centre, who could also provide advice on how to contact business/commercial waste contractors. District councils, as the waste collecting authorities, also had responsibilities to provide relevant information through appropriate mailings etc. Officers undertook to ensure that the Call Centre was made aware of the new policies.
- That appropriate legal advice had been taken in respect of the wording in the proposed new policies.

It was resolved:

- i) to agree the proposed policy towards waste acceptance from tenanted properties as set out in paragraph 4 of the report; and
- ii) to agree the revised waste acceptance policies and the extension of the plasterboard segregation scheme as set out in paragraph 7 of the report.

478. ELY OUSE LODES STRATEGY – PREFERRED OPTION CONSULTATIONS

This report informed Cabinet of the County Council's proposed response to the

Environment Agency consultation on the preferred option for the Ely Ouse Lodes Strategy.

Cabinet noted that as part of the development of an Ely Ouse Lodes Flood Risk Management Strategy, the Environment Agency had carried out a Strategic Environmental Assessment (SEA) to assist in the process of developing a strategic solution for the future of the Lodes. (water filled ditches) The SEA Scoping Report, which identified the issues that the SEA should take into account, had been sent out for consultation in the Spring 2007 and identified a number of potential strategic options for the future management of the Lodes. Following further consultation on the strategic options, the Environment Agency had published their preferred option (option 2 - reactive maintenance) for consultation.

Cabinet agreed the proposed response that supported the preferred option, on the grounds that this option would not cause any detrimental effect on any environmental features in the area. Councillor Hazel Williams as a local Member had e-mailed her support for Option 2, stating that this was the option local people had been backing through signing a petition.

Surprise was expressed that the SEA had not included any assessment of climate change impact and therefore Cabinet supported the proposal that this should form part of the five year review and reference to this should be included as part of the suggested response.

It was resolved:

To support the response set out in paragraphs 2.10 to 2.12 of the Officer's report subject to an additional paragraph referring to the need for a climate change impact study as part of the five-year review.

479. EXTENSION OF SCHOOL AGE RANGE - THOMAS CLARKSON COMMUNITY COLLEGE WISBECH AND CROMWELL COMMUNITY COLLEGE

Cabinet received a report on:

- Proposals to extend the age range of Thomas Clarkson and Cromwell Community Colleges from 11-16 to 11-18 linked to the Building Schools for the Future (BSF) programme;
- The feedback from consultations undertaken to seek views on proposals to extend the age range of Thomas Clarkson and Cromwell Community Colleges from 11-16 to 11-18.
- The report sought Cabinet approval to proceed with the publication of statutory public notices on 4 January 2008.

It was confirmed that both Neale Wade Community College and the College of West Anglia supported the proposals.

Councillor King, one of the relevant local Members who had requested to speak, welcomed the proposals but was concerned regarding that there had been no reference to the increased size of Thomas Clarkson Community College in the risk management Implications section. In terms of the consultation for this college, it was confirmed that of the 42 written responses received, 40 were supportive of the proposals with a further two not in favour, as the latter believed providing sixth form provision would make the school too large to be manageable. It was recognised that the challenge would be to provide more supportive arrangements in a larger school environment. The issue was not the size, but the layout of the school and therefore Thomas Clarkson had the most to gain from Building Schools for the Future (BSF) capital funding monies which would be utilised to help improve space/physical layout. It was also considered vital to raise aspirations and to facilitate career development opportunities locally beyond 16, which the sixth form would help achieve. Attention was also drawn to the fact that the proposed change would not be effective until September 2009 in recognition of the additional lead-in time the school would need for planning and implementing new post-16 provision.

It was resolved:

to approve the publication of statutory public notices on 4 January 2008 for the:

- Extension of the age range of Cromwell Community College from 11-16 to 11-18 with effect from September 2008; and
- Extension of the age range of Thomas Clarkson Community College, Wisbech from 11-16 to 11-18 with effect from September 2009.

480. CABINET DRAFT AGENDA PLAN 22nd JANUARY 2007

The Cabinet Agenda Plan for 22ND January was noted with the following changes:

Item 13 'Response to City and SCDC Cambridge North West Area Action Plan' had been deleted as the response had been undertaken in Consultation with the Planning and Regional Matters PDG

Item 14 'Housing Growth Fund (GAF3) Settlement' has been moved to the February meeting.

Chairman
22nd January 2007