

ECONOMY AND ENVIRONMENT COMMITTEE



Date: Thursday, 11 January 2018

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

10:00hr

Shire Hall
Castle Hill
Cambridge
CB3 0AP

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

AGENDA

Open to Public and Press

1. **Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>
2. **Minutes 7th December 2017 Economy and Environment Committee** 5 - 22
3. **Minutes Action Log** 23 - 30
4. **Petitions and public questions**

KEY DECISIONS

5. **Park and Ride and Guided Busway Grounds Maintenance Contract** 31 - 34

DECISIONS

6.	Cambridgeshire County Council's response to the Hertfordshire County Council Draft Local Transport Plan	35 - 42
	INFORMATION AND MONITORING	
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The Economy and Environment Committee comprises the following members:

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

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

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

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ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday 7th December 2017

Time: 10.00 a.m. to 11.25 a.m.

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

Apologies: None

59. DECLARATIONS OF INTEREST

Councillor Fuller declared a non-statutory (non-pecuniary) disclosable interest as the Cabinet member for Housing and Planning at Huntingdonshire District Council who had provided comments on the report. With regard to the same report, Councillor Giles declared a disclosable non pecuniary interest as a member of Huntingdonshire District Council.

60. MINUTES

The minutes of the meeting held on 12th October 2017 were agreed as a correct record.

61. MINUTE ACTION LOG

The Minutes Action Log update was noted.

62. PETITIONS AND PUBLIC QUESTIONS

No public questions were received.

One Petition was received with over 150 signatures presented by Professor Tony Booth and John Hague reading "The residents of Trumpington are appalled at the recent cutting of the number seven service, following the earlier loss of the number 26 service. This particularly disadvantages people with young children, the elderly and disabled people, and those on low incomes. We want a regular service starting in the early morning and finishing late in the evening taking passengers into Cambridge City Centre and out to Shelford, Stapleford and Sawston".

In his presentation Professor Booth supported by John Hague suggested that the re-routing of the Citi 7 bus and the contraction of the 26 and 27 Bus services had, had a significant adverse impact on Trumpington residents. He stated that there was now no direct service into the city and the residents throughout Trumpington who had signed the petition were against the changes and did not believe that Stagecoach's proposed figure 8 service was the answer.

He understood that stagecoach had been lobbied by corporations on the bio-medical campus and believed this was the driving force behind the change. He suggested that its impact on residents had not been considered and had been told that Stagecoach were not obliged to undertake equality, environmental or sustainability impact assessments, which would have been a requirement if the County Council was wishing to change a service.

He highlighted that there was now no direct service to Long Road and Hills Road sixth form colleges and that there was only one service at 7.30 a.m. for children who attend Sawston Village College with the return bus leaving around 3.30 p.m. He suggested that this clearly disadvantaged children who had doctors' appointments or who wished to attend after school clubs. He also suggested that as a result, more parents were driving their children to school which added to the problems of congestion and environmental pollution. He also suggested the changes had significantly adversely impacted on the elderly and disabled people who relied on the bus service to get to Waitrose or the shops in Anstey way –particularly the chemist and post office. This had stopped some people from being able to collect their pension or pay their bills. The local chemist and opticians had highlighted to him that customers were having difficulty collecting prescriptions or attending for eyesight tests.

He additionally highlighted the adverse impact on low paid workers who started work at 7.00a.m. or earlier or who worked late in the evening. Stagecoach's stopgap solution of a temporary stop for the Park and Ride was not helping as it did not run early enough or run late enough. He suggested that the proposed new Figure 8 service proposed by stagecoach might help residents access the hospital but would not help people who work in Cambridge City. It was also stated that as a result of the change some people had lost their jobs. He stated that there was now no direct service to the main City Railway Station or to the station in Great Shelford and no service to the shops and other facilities in Saffron Walden or Royston or places in between.

He concluded by suggesting that Stagecoach seemed to have listened more to the concerns of powerful voices in Astra Zeneca or others at the Bio-medical campus than to the residents of Trumpington. On behalf of the petitioners he asked that the County Council ensure that Stagecoach reinstate services through Trumpington that were sustainable, environmentally friendly and equitable and which met the needs of all Trumpington residents.

Issues of clarification to the petition presenter/officers included:

- In answer to a question asking where they felt the root of the problem was the reply was that it was in respect of the lack of consultation and in seeking the views of the Trumpington residents and not undertaking the impact assessments (referred to in the presentation).
- Whether the petitioners were aware that the service was a commercial service run for profit by Stagecoach and that the Council, while having to be informed of a decision to suspend or change a service, did not have responsibility or powers to require a commercial company to reinstate a commercially operated bus route. In response, Professor Booth suggested that County and City Councillors were elected to stand up for citizens and should take notice where there was

substantial local concerns being expressed. They were lobbying councillors as their shareholders.

- Whether the Service had a good number of customers using it on a regular basis. In response this was difficult for him to answer as the Service was no longer running but it was indicated that the temporary bus service stopping at Anstey Way received good patronage.
- Whether local councillors had been asked to help. The reply was yes they had lobbied on their behalf.
- Asking had any dialogue been undertaken with the bus company regarding keeping the service running with local support. In reply the reply was yes but the bus company did not appear to be willing to restart the previous service suggesting that the company had indicated that they were not keen to run services into Cambridge.

The Committee expressed their sympathy for the position with all Councillors around the table experiencing similar issues in their own area. The experience being even more exacerbated in some of the rural areas of the County.

In asking the officer to clarify the position on this particular route it was confirmed that the decision to divert the bus to access the bio-medical centre was a decision made by Stagecoach and while the County Council were consulted, the decision to agree or not agree the decision to say yes or no was with the Traffic Commissioner, not the Council. **He indicated that officers would ask Stagecoach for details of the previous patronage figures for the bus before its discontinuation, (Action Paul Nelson)** but cautioned that they were not obliged to provide this information (*Note: on the grounds of commercial sensitivity*)

In summing up the Chairman explained that a full written reply to the issues raised in the petition would be provided within 10 working days following the meeting.

It was resolved:

To provide a written response to the petition organiser and spokesperson Professor Tony Booth within 10 working days.

63. INTEGRATED TRANSPORT BLOCK (ITB) FUNDING ALLOCATION PROPOSALS

This report sought Members' comments and support for the proposed projects to receive ITB funding for Delivering transport strategy aims for rolling 3 year period from 2018-19 as detailed in Appendix 1 to the report and Appendix 1 to these minutes.

It was explained that previously funding for the Local Transport Plan (LTP) from the Department for Transport (DfT) was received by the County Council as local highway authority. With devolution, the Cambridgeshire and Peterborough Combined Authority (CA), is now responsible for the LTP and the associated funding, including the Integrated Transport Block and the Maintenance Block funding. At its meeting in April 2017 the CA Board agreed to passport the funding to Cambridgeshire County Council

and Peterborough City Council according to their respective indicative allocations. Funds were received for:

- the Integrated Transport Block (ITB),
- the Key route network elements of the Maintenance Block,
- 'Incentive', and
- National Productivity Investment Fund (non-competitive allocation)

The CA 2018/19 Budget setting strategy will consider how the 2018/19 LTP funds receivable from the DfT are managed and whether any elements of the LTP funding should be top-sliced to provide investment into the key route network. Until the CA budget proposal for transport and infrastructure is approved later in December, this report proposed to allocate the ITB funding as current year in accordance with the County Council's priorities. Should the ITB funding be top-sliced, it was proposed that the reduction should be taken from the Delivering Transport Strategy Aims budget category.

The report highlighted that the indicative LTP allocation for Integrated Transport was £3.19M. The allocation of the 2018/19 fund by budget category was proposed to be unchanged and was as follows with more detail in paragraph 2.1 of the report.

Budget Category	Proposed 2018/19 allocation
Air Quality Monitoring	£23K
Major Scheme Development	£200K
Strategy Development and Integrated Transport Schemes	£345K
Local Infrastructure Improvements	£682k
delivery funding made up of:	
Local Highway Improvement (LHI)	£607k
Accessibility	£15k
Right of way (RoW) improvements	£60k
Road safety schemes	£594k
Delivering Transport Strategy Aims	£1,346k
Total	£3,190k

The detail for each was set out in the report. A progress update on the 2017/18 schemes indicated that most of the schemes with approved ITB funding are on track for completion section 5.1 of the report provided details of the four schemes experiencing delay with their funding to be carried forward which would not affect the 2018/19 budget. Appendix 3 of the report provided a mid-year progress update of all the schemes with committed 2017/18 funding.

The report proposed that allocation of ITB funding to the Papworth scheme (A1198 Ermine Street South to A428 new cycleway) should be on condition of match funding from Highways England's Designated Fund. Councillor Mandy Smith the Local Member for Papworth fully supported the recommendation thanking everyone involved for their hard work in developing the scheme.

In discussion issues raised included:

- Page 30 – Air quality monitoring allocation of £23k - One Member queried the value of this amount as it was such a small allocation and asked if it was added to by the District Councils. In response it was explained that the money was a contribution to the district councils own funding as the function was their responsibility and was the same figure as for the previous year. **Officers undertook to find out both how the money was distributed and also how much those district councils receiving funding contributed themselves. Action Elsa Evans.**
- Page 33 – Paragraph 5.2 reference to the £5,000 allocation for ‘County Wide Small scale bus stop facility improvements– one member suggested that this amount would be insufficient to install one bus stop facility. In response it was explained that this allocation was for minor work to improve bus stops / modifications to existing bus stops and was not for the installation of one entirely new bus stop facility.
- Page 49 – TIP ID 702 St Neots Eaton Ford – Green North Road Cycle Route Huntingdonshire reading ‘widening the footpath between Lowry Road and Queens Gardens’ - the local Member for St Neots and the Eatons commented that this was a footpath hardly currently used and suggested that this was an example of one that should be lower on the list and that the money would be better spent on other local schemes currently listed lower and asked if the list could be reviewed. It was suggested that the local member should take up any issues he had with the officers outside of the meeting.
- Page 52 - Appendix 5 - Delivering Transport Aims Scheme Scores – TIP ID 788 - Cambridge Road Fulbourn cycle improvements new lighting. The local member queried why this was still listed as the scheme was on the LHI approved list and was currently in hand to be installed and completed. **Action: Officer to write to the member with clarification.**

It was resolved unanimously to:

- a) Support the allocation to the ITB budget categories as set out in paragraph 2.1 of the officer report,
- b) Support the prioritised projects in Appendix 1 of the officer report for allocation of ITB funding in 2018/19, and earmarked for 2019/20 and 2020/21, and
- c) Support the prioritised projects in Appendix 1 for inclusion in the Transport Delivery Plan, subject to the Cambridgeshire and Peterborough Combined Authority’s final budget allocation
- d) Confirm funding for the Papworth scheme (A1198 Ermine Street South to A428 new cycleway) is conditional on match funding from Highways England’s Designated Fund.

64. LAND NORTH OF CHERRY HINTON - SPINE ROAD ASSESSMENT

This report provided details of options for a spine road to support access to a new residential development north of Cherry Hinton which had divided opinion locally as in pre-consultation some residents and local members had expressed a strong preference for the link to be through road, while policy interpretation of the Transport Strategy for Cambridge and South Cambridge was to discourage vehicle traffic and help reduce congestion, with the preferences for achieving being by using either a bus gated route or a spine road designed to discourage through travel.

The current report provided details of a high level assessment carried out by consultants which had considered both a Bus Gate and a Complete Link using the section between Coldham's Lane and Gazelle Way junctions as the primary route through the site. Paragraph 2.9 of the report provided the pro and cons of the two options, with the detailed analysis presented in Appendices to the report. The current report concludes that while there were mixed pros and cons associated with either option, on balance the provision of a through route was recommended. Further analysis will be undertaken on whether this route should be a perimeter route or a route through the urban centre.

Councillor Crawford the local Member for Cherry Hinton spoke in support of the report recommendation stating she was also speaking on behalf of City Councillors who supported the report recommendations (City Councillor Mark Ashton had originally also intended to speak to fully support of the report recommendation) and residents from both Church End and Cherry Hinton. She highlighted the issues of gridlock in Cherry Hinton High Street and concerns that 1200 new homes could potentially lead to another 1200 cars. She therefore supported a spine road that could be used by estate people to avoid more traffic congestion on Church End and Cherry Hinton High Street. In reply to a question, the Member for Cherry Hinton explained that speed humps / cushions installed in Church End had not proved successful in alleviating traffic. She confirmed that a temporary road closure application had been submitted as it was recognised that there was still the potential for residents of the new estate to use the road as a rat run. In reply to another question she suggested that the spine road could go around the perimeter of the new estate to avoid going through residential housing, highlighting that currently traffic went through Church End and Cherry Hinton which was through residential housing areas.

In the subsequent debate issues raised included:

- The local Member for Fulbourn suggesting that as some traffic using Cherry Hinton High Street was using it to access Addenbrooke's Hospital and the Bio medical campus centre, the Spine Road was unlikely to reduce current levels of congestion on either Cherry Hinton High Street or on Church End, as the latter may still be used for rat running. He highlighted that the creation of a through road would adversely increase the amount of traffic on Coldham's Lane and the Coldham's Lane / Barnwell Road junction. His view was that new roads encouraged greater car use, especially when capacity was not being reduced on other roads. He indicated that he could not support the through road recommendation but had no issues with the report's second and third recommendations. In addition, he opposed the link through road as it went

against the County Council policy to reduce car trips into Cambridge and believed it would lead to more vehicle traffic through Fulbourn and Teversham. He suggested that even if it alleviated traffic in the short run, he believed that Cherry Hinton would have the same congestion problems in two or three years time.

- The above view was challenged by other members of the Committee who indicated that with proposed new settlements it was not practicable or appropriate to not provide vehicular access.
- One Member indicated that more roads did not necessarily result in congestion provided that there were sufficient entry and exit points.
- Another member opposed to additional road building suggested the Predict and Provide transport planning model was a total failure and that instead of encouraging more car traffic, there should be a greater provision of cycle routes / bus routes.
- The Council Cycling Champion supported the proposals for walking / cycling / public transport and suggested that siting the spine road on the outside of the development was the best way to ensure safe walking and cycling routes in a development.

In reply to questions raised, officers clarified that more detail on the sustainable transport proposals was included in the Supplementary Planning Document and would be further developed through an outline application. There was still flexibility regarding where the spine road should be positioned and more technical work was required to be undertaken before the outline proposal came forward.

As there had been a request to vote separately on the three recommendations, on being put to the vote for recommendation a) the vote was eight in favour, two against and no abstentions while recommendation b) and c) were approved unanimously.

It was resolved to:

- a) Approve the spine road as a through route.
- b) Unanimously note - the option of a central versus a periphery route is flexible, with further assessment required on the relative merits.
- c) Unanimously note that the County Council requires a decision be made concerning the spine road design prior to an application for the site being submitted.

65. ST NEOTS NORTHERN FOOT AND CYCLE BRIDGE

It was agreed at this Committee's November 2016 meeting that resources should be directed to developing a business case for a northern foot and cycle bridge in St Neots. The outline Business Case provided in Appendix 1 to the report resulted in a public

consultation on a new bridge. The current report sought determination of the preferred location for the bridge.

An option study on possible locations for the new bridge had recommended two possible locations north of the existing road bridge. These were largely dictated by where gaps existed in the building line on the east side of the river, and to the north by the presence of a nature reserve. An option of making alterations to the existing road bridge was also identified, and as the river south of the existing road bridge is much narrower than further north, a further option was considered in the study.

Section 2 provided details of the four options, section 3 the results of the consultation and section 4 details of the options appraisal methodology. Section 5 set out the proposed timetable programme, the funding required, and the key risks. In respect of funding, it was orally highlighted that the shortfall on the funding of £3m was to be covered by the Combined Authority.

The option appraisal process scoring suggested either Options One or Two. Both were favoured in the public consultation offering safer, more attractive onward journeys, ease of construction, and also fulfilled the original Market Town Transport Strategy aim of having a northern bridge to complement a southern one. Option Two was located relatively close to the existing main crossing of the river for pedestrians and cyclists, and by offering a safer, traffic free crossing with good quality approach routes was suggested as having greatest potential to meet the project's aims of encouraging more journeys by foot and cycle in the town. The officer recommendation was to proceed with progressing a design for a new bridge at location Option Two.

District Councillor Barry Chapman spoke in support of the proposed bridge as a much needed piece of infrastructure due to St Neots continued population growth which was currently the largest in the UK. It would also help reduce pollution as he highlighted that the High Street suffered the highest rate of pollution in the County. He explained that the current bridge did not have a cycle route so the proposals would provide a very necessary addition and encourage more people to switch from cars to bikes. He was however disappointed with the current proposed timescale and believed the Combined Authority was looking to deliver the project sooner rather than later, and he hoped that this would be before 2021.

A question to the District Councillor asked which option he supported. In response he indicated that while it was equally balanced between Options 1 and 2, his personal preference was for Option 2 which was more environmentally friendly and was less expensive. Another Member asked his opinion of Option 4. In reply he stated that the fourth option was seen as less popular, but would have been a more popular option if it had been combined with the Falcon development project.

In subsequent discussion issues raised included:

- Members thanked Councillor Giles who in his role as Town Council mayor had facilitated a valuable site tour visit.

- The Council Cycling Champion in expressing his support for Option 2 highlighted that Option 4 would be located near houses which could cause problems if adopted.
- One Member queried why Option 1 appeared more popular with the public? In response it was agreed there was a larger percentage who strongly supported Option 1, but when those that supported or strongly supported either Option 1 or 2 were added together, they were the same. In addition, the Town Council did not support Option 1 on both cost grounds and that if built, would spoil the view of the river. Councillor Giles added that he did not believe people who supported Option 1 had been aware of this at the time of the consultation. In addition, due to its location, more young people would need to continue to use the original bridge with the detrimental side effects of being exposed to greater levels of pollution.
- Highlighting that Huntingdonshire District Council also favoured Option 2.

It was unanimously resolved to:

- a) Note scheme progress to date;
- b) Note the public consultation results;
- c) Support the proposal to site a bridge at location Option Two; and,
- d) Support the development of bridge design options for public consultation.

66. GRAFTON AREA OF MAJOR CHANGE – SUPPLEMENTARY PLANNING DOCUMENT - CAMBRIDGESHIRE COUNTY COUNCIL RESPONSE

This report presented the Cambridgeshire County Council (CCC) response to the Grafton Area Supplementary Planning Document (SPD) prepared by Cambridge City Council. Due to the timings of the Committee, the response was submitted on 6 November 2017 following liaison with the Chairman and Vice Chairman of the Committee.

The plan at Appendix 1 to the report provided a high level overview of the key connections proposed and site opportunities. The CCC response was attached as Appendix 2 with the table in paragraph 2.3 of the report identifying the key transport proposals associated with the SPD and a summary of the feedback provided to Cambridge City Council. The response was supportive of the overall aspirations for the area, the connectivity enhancements proposed and the principle of exploring cycle routes and pedestrian connectivity. Proposals for cycle parking and the Public transport interaction were supported subject to the comments provided. The officers indicated that they required more detail regarding the proposals to move the bus stop to East Road as the present information did not justify the proposals. It was made clear in the response that the County Council did not support taxis using Fitzroy Street and Burleigh Street as a through route after 5.00p.m. as this would result in rat running with potential safety concerns for pedestrians and cyclists.

As she was unable to attend the Committee, the Local Member for Petersfield had provided a written submission (included as appendix 2 to these Minutes) which was circulated to Members in advance of the meeting with paper copies made available at the meeting.

In discussion:

- The Committee member representing Fulbourn spoke in support of the objection to the proposals to allow taxis to use Burleigh Street and Fitzroy Street as this would undo all the work to make it both an attractive and safe pedestrian thoroughway. He expressed his concern regarding the proposed removal of the bus station from the Grafton footprint to East Road as currently being off road they had time to dwell and when waiting to pick up passengers and was currently well used. He had serious concerns that the relocation onto east Road would result in greater congestion due to the impact on traffic flows when two to three buses were loading up with passengers.
- The County Council Cycle Champion expressed his full support to the concerns raised in the submission from the local member for Petersfield regarding allowing taxis after 5.00p.m. as being a completely retrospective move as this was re-allowing traffic to enter what had been for a long time pedestrian only streets. He therefore supported the robust response from the Council on this issue. He also warned against any hidden agenda regarding removing current cycle parking provision.
- It was suggested more detail was required regarding bus dwell times in any new configuration and on whether sufficient cycle spaces would be provided.

Having considered the response,

It was unanimously resolved to:

Endorse the County Council response, which was submitted to Cambridge City Council in early November 2017, in line with the consultation deadline.

67. FINANCE AND PERFORMANCE REPORT – OCTOBER 2017

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

The main issues highlighted were:

Revenue: at this stage of the year ETE was forecasting an overspend of £6k at year end. There was an estimated £1.6m pressure on waste an increase of £600k since the last report which came under Highways and Community Infrastructure Committee with underspends on the Concessionary Fares budget estimated at £400k and £250k from Highways Development Management to be used to offset the pressure.

The Adult Learning and Skills budget line was no longer showing in the report as it had

been vired out to the People and Communities budget. In addition as two performance indicators were previously reported for Adults Learning and Skills, only 12 performance Indicators would be tracked going forward.

Capital; ‘Connecting Cambridgeshire’ was now showing slippage of £3.4. Delivery was on track but the expenditure had been re-phased into next year.

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

With regard to paragraph 4.5 - Passenger Transport - one Member highlighted that two sets of statistics had been produced for the number of passengers using the guided busway. There was a request for the officer to clarify which was the correct set. **Action: David Parcell to provide the clarification outside of the meeting. Update Note:** *two sets of figures were shown, one to the end of July and one to the end of August. The increased figure to the end of August was the more up to date set.*

It was resolved to:

note the report.

68. SERVICE COMMITTEE REVIEW OF THE DRAFT REVENUE AND CAPITAL BUSINESS PLANNING PROPOSALS FOR 2018-2019 TO 2022-23

This report provided the Committee with an overview of the draft Business Plan Revenue Proposals for Economy, Transport and Environment that were within the remit of the Economy and Environment Committee. There had been no substantial changes since the previous report.

It was highlighted as an oral update that there was an error re two figures in appendix 5 pages 53 and 54 re the fees and charges with the amendments being as follows;

Internet email and access 2018/19 figures are under review and for Events for Adults the charge for 18/19 now reads £5 suggested donation.

The previous report to the October meeting had indicated that £5.540m of residual savings was still to be identified in 2018-19 with details of the action being taken to identify and close this gap set out in section 2 of the report. As a result, the unidentified savings had reduced by £2,808k but there was still £2.738k to be found, with work continuing to find ways to fill the gap with a further update to be provided in January.

Section 4 of the report set out an overview of the Economy Transport and Environment’s directorate draft revenue programme with section 6 providing details of the overview of the economy Transport and Environment Directorate’s draft capital Programme. Section 7 provided details of the Directorate’s fees and charges with the detail included in appendices 4 and 5. Discretionary charges were reviewed on an

annual basis taking account of the Council's standard inflation rate of 2.2% and changes in the market for the discretionary services. All statutory charges had been set at their legal maximum.

The Member for Fulbourn expressed his full support in respect of Section 4 B Revenue overview - budget heading B/R 4.015 'Removal of Park and Ride Parking Charges'. The funding to replace the income would come partly from partners, plus from the utilisation of Bus lane enforcement income.

It was noted that following the December Committees, General Purposes Committee would review the overall programme at their meeting on 19th December before recommending the programme in January as part of the overarching Business Plan for full Council to consider in February.

It was resolved:

- a) To note the overview and context provided for the 2018-19-2022-23 Business Plan Revenue proposals for the Service.
- b) To note the draft revenue proposals that were within the remit of the Economy and Environment Committee for 2018-19 to 2022-23

69. ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

The most up to date Training Plan was included. The Vice Chairman asked whether the seminar on the 18th December could include an update on the East West rail link. Officers agreed that this would be provided. **Action Bob Menzies to speak to relevant officers.**

The Committee noted the most up to date version of its Training Plan.

70. ECONOMY AND ENVIRONMENT COMMITTEE FORWARD AGENDA PLAN

Having received the forward agenda plans as set out in the agenda:

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

'Wisbech Access Strategy' moved from the January to either the February or the March Committee meeting

'Mobile coverage and the Government Full Fibre Programme likely to be added to 11th January meeting

The following likely to be added to the February meeting:

- a) Ely Cambridge Transport Study recommendations and next steps
- b) Transport Scheme Prioritisation Process.

71. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 11TH JANUARY 2018

As it was the last meeting of the year, the Chairman thanked all the Committee Members for their contributions during the year and all the officers who supported the Committee and wished them all a happy Christmas and looked forward to seeing them in the New Year.

**Chairman:
11th January 2018**

Appendix 1 included as a separate document

Appendix 2

**MINUTE 66 - COUNCILLOR LINDA JONES COMMENTS FOR COMMITTEE – GRAFTON
AREA OF MAJOR CHANGE SUPPLEMENTARY PLANNING DOCUMENT –
CAMBRIDGESHIRE COUNTY COUNCIL (CCC) RESPONSE**

Dear Committee members

Thank you for inviting me as a local interested member to comment on the Grafton Centre issues. I cannot attend ETE on 7th December but would want you to take the following issues into account as you discuss the county's response to the Grafton Area Supplementary Planning document. I welcome and support the County Council's response to the plans for redevelopment, in particular the concerns raised about access and traffic flows. My key concerns, some of which are reflected in the CCC response, are as follows:

My division is directly affected by the redevelopment of the Grafton Centre yet there has been no direct consultation with residents of Norfolk St, the St Mathews area and the Staffordshire area estate. This is an area of dense housing and local residents who use the Grafton centre regularly. They will be heavily affected by noise, pollution and upheaval during the redevelopment process. This would also be true of other divisions bordering the area. It would be helpful to add something to the response about ensuring adequate wider consultation, although I realise that this might come at a later stage.

The particular concerns that I have relate to routes into the area from Norfolk st and Petersfield in general. The idea of reconfiguring East Rd and improving connectivity is a good one, but moving the bus stops onto the road has not been well thought through. It would result in pedestrians having to cross the road to reach bus stops with lack of clarity about safe crossing points. The removal of the off-road bus access points (and of the surface level West Grafton car park) is entirely about increasing retail space and not about local amenity.

The developer's proposal (4.5.4) to allow taxis to access Burleigh and Fitzroy streets after 5pm is extremely retrogressive and negates the claims to be improving the area for pedestrians

and shoppers. The proposal to make Burleigh St a 'primary route' as marked on the map, is very worrying and would change the whole character of the area. As the county council response makes clear, it also endangers pedestrians at the major crossing point of East Rd between Norfolk and Burleigh St. This is a very important junction for pedestrians and cyclists and provides safe access to the Grafton area. Yet this is proposed to be an access/egress point for taxis (4.2.24).

There is real confusion about what the future Fitzroy and Burleigh St area will look like, with claims for shared space and footways proposed (4.5.3) – a real muddle as the County response makes clear. This is a dangerous muddle and perhaps a deliberate one, designed to slip motor vehicles back into an area where they have been rightly excluded from, in order initially to enable taxis to use the route but perhaps in future to use this 'primary route' for access to the proposed new underground car park at Grafton west.

Alongside this, there is also a vagueness about cycle parking, with a proposal to remove some on-street parking – which is highly valued, very well used and indeed at present only just sufficient for local needs. The current secure parking further along East Rd is in the wrong place – too far away and very little used – and I have a concern that this may be seen as providing sufficient spaces. We know from elsewhere in the city that lack of cycle parking space in the right place results in cycles obstructing footways to the detriment of pedestrians. I fear that the developers do not value pedestrians and cyclists and would like to tidy them away as they open up the area for motor vehicles, with a resultant increase in noise, pollution and congestion for local residents in my own and other divisions.

Linda Jones Labour County Councillor for Petersfield, Cambridgeshire E:
linda.jones@cambridgeshire.gov.uk

Appendix 1 Proposed projects for 2018/19 Delivering Transport Strategy Aims funding

Location	Scheme	Total Cost	ITB funding 2018/19	ITB funding 2019/20	ITB funding 2020/21	Justification for recommended funding	Total Score
St Ives	Cycle Route 3 Houghton Road and St Audrey's Lane. East-West route across town along A1123	£463,000	£200,000	-	-	Current commitment Proposed budget £430k is for delivery over two years in 2017/18 and 2018/19. Phase 1 is in construction. £200k committed for phase 2 is required for 18/19 to complete the scheme.	N/A
Cambridge	Huntingdon Road outbound cycleway improvement, between Victoria Road / Castle Street and Girton	£400,000	£200,000	-	-	Current commitment Scheme is on track for delivery, work order has been placed. £200k committed for 2018/19 is required to complete the scheme.	N/A
County-wide	Minor walking and cycling improvements	£35,000 per annum	£35,000	£35,000	£35,000	Current commitment Precise schemes are to be identified during the year. Note that these are ad hoc minor schemes to deliver walking and cycling improvements that would add value to support walking and cycling.	N/A
County-wide	Small scale bus stop facility improvements	£5,000 per annum	£5,000	£5,000	£5,000	Current commitment This proposed use of funding is for low cost improvements which offer good value for money. Improvements could include moving bus stop flags, timetable provision etc.	N/A
Total commitment Sub-total			£440,000	£40,000	£40,000		

Location	Scheme	Total Cost	ITB funding 2018/19	ITB funding 2019/20	ITB funding 2020/21	Justification for recommended funding	Total Score
Boxworth	New shared use footway/ cycleway linking Boxworth to the new A14	Up to £500,000	£10,000	To be confirmed	To be confirmed	This scheme has very high contribution from Highways England A14 scheme which will deliver the scheme but requires County Council to acquire the land. This will be delivered at the end of the A14 construction but land needs to be acquired before then. Proposed £10,000 in 18/19 for officer time/cost.	5.50
Papworth	New cycleway along A1198 between Ermine Street South, Papworth Everard and A428	£585,000	£231,000	-	-	Scored high on deliverability (preliminary design has been undertaken), match funding (very likely Highways England Designated Fund, some S106 and likely Parish funding). Proposed ITB funding is subject to funding from HE.	5.50
Ely	Ely Broad Street/Back Hill junctions changes and safety improvements	£250,000	£125,000	£125,000	-	Scored high on road safety benefits. This is an accident cluster site. This is a difficult site to improve and will require longer period to design. It is recommended that funding is spread over two years.	5.38
Little Paxton	New footway linking High Street to Nature Reserve. New and improved crossings in other parts of the village	£108,000	£108,000	-	-	Scored high on meeting local transport objectives and added safety benefits	5.25
Swaffham Bulbeck	Pedestrian crossing from the Denny to the High Street	£65,000	£65,000	-	-	Scored high on safety benefits though not a cluster site currently. Scheme is an estimate and will be confirmed once the type of crossing is finalised.	5.13
Cottenham	New footway on B1049 Twenty Pence Road, between Lockspit Hall Drove and existing path opposite All Saints Church	£200,000	£200,000	-	-	Scored high on economic case – scale of impact, value for money and added safety benefits. Potential revenue saving from school transport as pupils/students can walk to school/college safely.	5.13

Location	Scheme	Total Cost	ITB funding 2018/19	ITB funding 2019/20	ITB funding 2020/21	Justification for recommended funding	Total Score
Wimblington	Cycleway improvement on B1101 March Road between south of A141 roundabout and Honeymead Rd	£200,000	£169,500	-	-	Scored positive on all criteria. £30k is expected from S106 developer contribution	5.13
Proposed new schemes sub-total			£908,500			This sub-total is subject to the funding package of the Papworth scheme	
Total including commitment			£1,348,500				

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

This is the updated minutes action log as at 2nd January 2018 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

ACTIONS FROM MINUTES OF THE 13th JULY 2017 COMMITTEE

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
16.	BIKEABILITY CYCLE TRAINING a) Lobbying the Department of Transport through the Local Government Association (LGA)	Mike Davies	The original action was for the Chairman to write to the Local Government Association (LGA) to ask them to lobby the Department for Transport regarding retaining the same level of funding.	<p>At the October meeting the response to the letter sent to the LGA on 9th August was attached with a further update indicating that Mike Davies had spoken to Andrew Jones from the LGA, and provided him with supporting background reports / research. As a result of the LGA had confirmed that they would be taking up the case on behalf of local authorities with the Department for Transport (DfT).</p> <p>An update dated 22nd November indicated that the lead officer had spoken to Richard Mace from the</p>	

				<p>Department of Transport who leads on Bikeability. DfT were currently exploring whether Cambridge based charity, 'The Bikeability Trust', could take on this role in future and thus ensure that more of the overall budget was used for training, and less on management. This would go some way to address the shortfall in funding. Richard Mace agreed that pursuing a national sponsor would be a good idea, but to date this is not something that the DfT have pursued.</p> <p>At a local level, County officers were talking to OFO bikes on the possibility of funding cycle training in Cambridgeshire.</p> <p>An oral update will be provided.</p>	ACTION ONGOING
18.	ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN – SEMINAR ON THE COMBINED AUTHORITY	Democratic Services	There was a request for a seminar on how the functions of the E and E Committee fitted into the decision making process in relation to the terms of reference of both the Combined Authority and the Greater Cambridge Partnership.	<p>This was originally to be included as part of the Monthly member seminar programme. The Combined Authority are currently considering the best way to present the information to all Cambridgeshire and Peterborough Councillors (including presentations to district councillors)</p> <p>An update in late November from Kim Sawyer the Interim Legal Counsel & Monitoring Officer indicated that it had been discussed at the Combined Authority Directors meeting and that a</p>	ACTION ONGOING

				<p>report would be coming to the Combined Authority Board meeting in January which will begin consultation on the 4 year plan and Vision 2030. The report to the Board will outline the dates when they would be specifically consulting with the County Council.</p> <p>An update on 3rd January indicated that the Board were intending to sign off consultation documents in late February and therefore consultations would be undertaken during March.</p>	
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ACTIONS FROM THE 22nd SEPTEMBER COMMITTEE 2017

38.	<p>A10 ELY TO KING'S LYNN STUDY</p> <p>Meeting to be arranged between officers and Cllr Ambrose Smith</p>	James Barwise	<p>There was a request that a meeting to discuss further the following issues raised:</p> <ul style="list-style-type: none"> the impact of proposed new housing development around Littleport / Ely and the local business expansion when assessing the improvement proposals for the A10. The need to prioritise the provision of a cycleway between Littleport and Ely. 	<p>The officers have been in e-mail correspondence with the Member. At the time of the December meeting a date convenient for him had not yet been secured.</p> <p>A meeting had provisionally been set up to meet either on the day of this January Committee meeting or soon after.</p>	ACTION ONGOING
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40.	LAND NORTH OF CHERRY HINTON SUPPLEMENTARY PLANNING DOCUMENT (SPD) CONSULTATION RESPONSE Arising from discussion on the above request for a New Developments future seminar	Bob Menzies to discuss with Tamar Oviatt-Ham.	<p>Suggestions raised included:</p> <ul style="list-style-type: none"> • future proofing new homes to take account of the demands of a rising elderly population, • builders installing solar panels where possible • landscaping including where practicable, a tree planting programme. 	<p>This was still to be arranged.</p> <p>An oral update will be provided</p>	ACTION ONGOING
42.	FINANCE AND PERFORMANCE REPORT - Request for review of the Performance Indicator 'Out of work benefit claimants – narrowing the gap between the most deprived areas (top 10% and others)	Bob Menzies / Tom Barden	<p>There was a request to consider refining it so that it measured the differential between the highest and lowest areas of the County, as the final target as an aggregation, did not reflect what was happening in the most deprived areas with the suggestion that it would be better shown as a ratio rather than a set target.</p>	<p>A meeting has been held with the Head of the Business Intelligence Unit to discuss this further.</p> <p>An oral update will be provided.</p>	ACTION ONGOING

ACTIONS FROM THE 12TH OCTOBER 2017 COMMITTEE

57.	FORWARD AGENDA PLAN St Neots Master Plan query	Bob Menzies	Councillor Fuller asked when the Committee would see the St Neots Master Plan and when the Combined Authority would engage on it with all the relevant authorities.	An oral update will be provided.	ACTION ONGOING
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ACTIONS FROM THE 14TH DECEMBER 2017 COMMITTEE

62.	PETITIONS AND PUBLIC QUESTIONS Petition to reinstate the Number 26 service	Paul Nelson head of Passenger Transport	To provide a response to the lead petitioner no later than 10 working days following the meeting, to include any follow up to a request for the officers' to ask Stagecoach for details of the previous patronage figures for the bus before its discontinuation.	The response sent to the petition spokesperson on 20 th December 2017 is attached as Appendix 1 to this Action Log.	ACTION COMPLETED
63.	INTEGRATED TRANSPORT BLOCK (ITB) FUNDING ALLOCATION PROPOSALS a) Page 30 – Air quality	Elsa Evans Funding and Innovation	a) Officers undertook to find out both how the money was distributed and also how much those district councils receiving funding,	Officers have contacted the relevant district councils and an oral update on the responses received will be provided at the meeting.	ACTION OUTSTANDING

	<p>monitoring allocation of £23k</p> <p>b) Page 52 - Appendix 5 - Delivering Transport Aims Scheme Scores – TIP ID 788 - Cambridge Road Fulbourn cycle improvements new lighting.</p>	<p>Programme Manager</p> <p>Elsa Evans Funding and Innovation Programme Manager</p>	<p>contributed themselves.</p> <p>b) The local Member on the Committee queried why this was still listed as the scheme was on the Local Highway Improvement (LHI) approved list and was currently in hand to be installed and completed. Action: Officer to write to the Local Member with clarification.</p>	<p>An e-mail was sent to the Local Member on 27th December confirming that this scheme with the installation of solar studs is being delivered under the Local Highway Improvement 2017-18 programme. The officer undertook to update the Transport Investment Plan accordingly.</p>	<p>ACTION COMPLETED</p>
69.	<p>ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN</p>	<p>Bob Menzies to speak to relevant officers</p>	<p>The Vice Chairman asked that the seminar on the 18th December include an update on the East West rail link. Officers agreed that this would be provided.</p>	<p>The update was included as requested.</p>	<p>ACTION COMPLETED</p>

APPENDIX 1

Dear Professor Booth,

Many thanks for presenting your petition at the 7th December Economy and Environment Committee.

Unfortunately as referred to at the meeting, the changes to the Citi7 and 26 services were commercial decisions by Stagecoach with no involvement from Cambridgeshire County Council. As the Citi 7 and service 26 bus services are operated on a commercial basis by Stagecoach, it is ultimately their decision about the routes and stops. The County Council did work with Stagecoach to persuade them to add a stop to the Park and Ride service at Maris Lane, which provides access to Cambridge City Centre for any type of bus user every ten minutes. Although they originally only agreed to do this on a temporary basis, the County Council have managed to secure this on a continuing basis.

The County Council will continue to lobby Stagecoach for them to reconsider their decision, and the officers did, as agreed at the E&E Committee, approach Stagecoach and request any data they have on previous users. Unfortunately, Stagecoach have declined to provide this data as they view it as being commercially sensitive.

I am sorry that we were unable to provide you with the response you were hoping for on this occasion. Please do feel free to circulate this email and the attached letter to interested residents.

Yours sincerely,

Ian Bates

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

Chairman

Economy & Environment C'tee

Cambridgeshire County Council

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PARK & RIDE AND GUIDED BUSWAY GROUNDS MAINTENANCE CONTRACT

To: **Economy and Environment Committee**

Meeting Date: **11 January 2018**

From: **Executive Director – Place and Economy**

Electoral division(s): **All.**

Forward Plan ref: **N/A**

Key decision:

2018/020

Purpose: **To seek approval to commence a procurement process to secure a new grounds maintenance contract for a period of 5 years.**

Recommendation: **a) To agree the re-procurement of the Park & Ride/Guided Busway Grounds Maintenance contract**

b) To delegate the authority to award the contract to the Executive Director in consultation with the Chairman and Vice Chairman of the Committee.

c) To agree that the contract should be for a minimum of 5 years commencing on 5th October 2018.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Campbell Ross-Bain	Names:	Councillors Ian Bates and Tim Wotherspoon
Post:	Bus Operations & Facilities Manager	Post:	Chair/Vice-Chair
Email:	Campbell.ross-bain@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk Timothy.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 844467	Tel:	01223 706398

1. BACKGROUND

- 1.1 In 2015 the Park & Ride and Guided Busway grounds maintenance contract was re-tendered in partnership with South Cambridgeshire District Council (SCDC) in order to benefit from economies of scale and to simplify the pre-existing 4 contractors down to one.
- 1.2 Working with the County Council Procurement Team and SCDC, a single contractor was procured for a 3 year term. Overall savings for the Park & Ride/Busway budget of 6% have been achieved through this new contract. Whilst cost savings cannot be guaranteed with the re-procurement, it is hoped that it will minimise inflationary pressure on budgets and therefore provide further savings.

2. MAIN ISSUES

- 2.1 The grounds maintenance contract is due for renewal from October 2018. Both SCDC and the Park & Ride/Busway team propose a 5 year term rather than a 3 year term for the new contract. This longer period may encourage contractors to offer greater savings to the overall contract and may also allow them to invest in bigger equipment such as tractor and flail type machinery to speed up certain aspects of grounds maintenance currently undertaken, especially along the Busway. Although this is a joint contract with SCDC, it covers two distinct operations; the Park & Ride/Guided Busway and SCDC Housing and grounds maintenance, which will be managed separately.
- 2.2 The costs of the Guided Busway grounds maintenance are covered by the bus operators under the access charges and the cost of the park and ride grounds maintenance is covered by the budget for operating the sites, currently paid for through the parking charge and in the future to be paid for through the joint funding by the County Council and the Greater Cambridge Partnership.
- 2.3 The County Council element of the present contract was under £400k and the procurement was carried out under the 'Official Journal of the European Union' (OJEU) rules. The County Council element of a new 5 year contract will exceed £500k. Under Cambridgeshire County Council (CCC's) Contract Regulations, the decision to re-procure is therefore one for the relevant Policy & Service Committee to decide upon. The Committee, at this point, then needs to decide whether to delegate the awarding of the final contract to the Executive Director, in consultation with Chairman and Vice Chairman which is recommended in this case.
- 2.4 Subject to the decision of the Committee, processes will be put in place immediately to commence the procurement process.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Procurement on a 5 year term will reduce the need for officer time and procurement team costs which would otherwise be incurred for shorter term contract.

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

Source Documents	Location
None.	

**CAMBRIDGESHIRE COUNTY COUNCIL'S RESPONSE TO THE HERTFORDSHIRE
COUNTY COUNCIL DRAFT LOCAL TRANSPORT PLAN (LTP)**

To: **Economy and Environment Committee**

Meeting Date: **11th January 2018**

From: **Service Director; Strategy and Development
Bob Menzies.**

Electoral division(s): **Duxford; Gamlingay; Melbourn and Bassingbourn.**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To consider and endorse the response to Hertfordshire
County Council's consultation on their Draft Local
Transport Plan (LTP4).**

Recommendation: **To endorse the response to the Hertfordshire Draft Local
Transport Plan as set out in Appendix 1.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Natasha Hincks	Names:	Councillors Ian Bates and Tim Wotherspoon
Post:	Principal Transport and Infrastructure Officer	Post:	Chair/Vice-Chair
Email:	Natasha.Hincks@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk Timothy.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 715487	Tel:	01223 706398

1. BACKGROUND

- 1.1 Hertfordshire County Council are consulting the public and other interested parties on their draft Local Transport Plan between 31st October 2017 and 23rd January 2018.
- 1.2 Officers have reviewed the Hertfordshire draft Local Transport Plan and in collaboration with internal departments at the county and local councils and with elected members, prepared a draft response to the consultation.

2. MAIN ISSUES

- 2.1 The County Council's draft proposed response to the consultation is included as Appendix 1 to this report.
- 2.2 North east Hertfordshire and south west Cambridgeshire share a common boundary in the vicinity of Royston with significant travel between the two counties along the A505, A10 and A1198 corridors. The town of Royston lies in close proximity to the southern boundary of Cambridgeshire, bordering the district of South Cambridgeshire.
- 2.3 Many South Cambridgeshire villages surrounding the town use Royston as their nearest local centre using many essential services including for grocery shopping and for medical appointments. There are high numbers of cross boundary commuter and increasingly school related trips making north east Hertfordshire and south west Cambridgeshire an intensely interconnected economic area.
- 2.4 The two counties also share a common interest in the improvement of national and major interurban railway lines. The East coast mainline links London Kings Cross with the north east of England and Scotland, with calling points used by Cambridgeshire residents at Peterborough and Stevenage (in Hertfordshire). In addition, the West Anglia main line, from London Liverpool Street, and the Great Northern railway line, from London Kings Cross, travel through Hertfordshire and link into stations in Cambridgeshire, including the main rail hub of Cambridge station.
- 2.5 Transport proposals in Hertfordshire could therefore potentially have a large impact on the transport network in Cambridgeshire.
- 2.6 The County Council broadly supports the themes, objectives and principles set out in Hertfordshire's draft Local Transport Plan which aligns with the vision of the Transport Strategy for Cambridge and South Cambridge as well as the approach of the Cambridgeshire and Peterborough Interim Local Transport Plan (June 2017). Officers recommend continued future close working and coordination on cross boundary transport issues.
- 2.7 In summary, the Council:
 - Would welcome a greater focus on the important transport and service links between Royston and South Cambridgeshire villages in the border area.
 - Supports the continued community transport provision in Royston.
 - Recommends that Hertfordshire be mindful of the wider catchment area for primary care services delivered by the three Royston General Practitioner practices which

take a large number of patients from South Cambridgeshire and also refer patients to Addenbrooke's hospital. This in turn has transport implications for Hertfordshire residents.

- Supports Royston as a Cycle Infrastructure Improvement Town.
- Welcomes the continued partnership working on the Royston to Cambridge cycleway scheme, in particular the proposed new pedestrian/cycle bridge over the A505, and on the A10 to Melbourn shared use pedestrian/cycle link.
- Would like to see the strategic transport evidence that has been produced to demonstrate the impact of the North Hertfordshire Local Plan within Cambridgeshire.
- Would like to see options at the A505 / Station Road junction at Odsey investigated to address safety concerns.
- Draws Hertfordshire's attention to the proposed Cambridgeshire funded A505 to A11 Royston to Granta Park Strategic Transport Study and would welcome Hertfordshire's involvement in this study.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The report above sets out the implications for this priority in **paragraph 2.3**

3.2 Helping people live healthy and independent lives

The report above sets out the implications for this priority in **paragraph 2.6**

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications for this priority.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

There are no significant implications for this priority.

4.6 Localism and Local Member Involvement

Local members from the southern electoral divisions closest to Hertfordshire (Cambourne, Duxford, Gamlingay, Hardwick, Sawston & Shelford, St Neots East & Gransden) were consulted and their replies where supplied were incorporated into the response.

4.7 Public Health Implications

There are no significant implications for this priority.

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

Source Documents	Location
Hertfordshire's Local Transport Plan – Draft for Consultation November 2017	https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/proposal-to-introduce-local-transport-plan-ltp4.aspx#

Appendix 1 - Hertfordshire County Council Draft Local Transport Plan (LTP4): Consultation November 2017 Response by Cambridgeshire County Council (separate appendix)

**Hertfordshire County Council Draft Local Transport Plan (LTP4):
Consultation November 2017**

Response by Cambridgeshire County Council

1. Introduction and Background

- 1.1. Hertfordshire County Council are consulting the public and other interested parties on their draft Local Transport Plan between 31st October 2017 and 23rd January 2018.
- 1.2. Cambridgeshire County Council welcomes the opportunity to respond to the draft Local Transport Plan and these comments have been prepared by officers, in consultation with partner authorities and elected members in the wards adjacent to Hertfordshire.
- 1.3. North east Hertfordshire and south west Cambridgeshire share a common boundary in the vicinity of Royston with significant travel between the two counties along the A505, A10 and A1198 corridors.
- 1.4. The town of Royston lies in close proximity to the southern boundary of Cambridgeshire, bordering the district of South Cambridgeshire. Many South Cambridgeshire villages surrounding the town use Royston as their nearest local centre using many essential services including for grocery shopping and for medical appointments. Many Cambridgeshire residents commute to Royston for work, notably the Royston industrial site located to the west of Royston station, or interchange at Royston train station for onward connections to London or Cambridge. Some Royston residents also commute into Cambridgeshire to various employment sites, of which Melbourn Science Park is the most notable in the cross-border area. The north east of Hertfordshire and south west Cambridgeshire are therefore an intensely interconnected economic area and increasingly south Cambridgeshire schools are taking more pupils from the Royston area.
- 1.5. The two counties also share a common interest in the improvement of national and major interurban railway lines. The East coast mainline links London Kings Cross with the north east of England and Scotland, with calling points used by Cambridgeshire residents at Peterborough and Stevenage (in Hertfordshire). In addition, the West Anglia main line, from London Liverpool Street, and the Great Northern railway line, from London Kings Cross, travel through Hertfordshire and link into stations in Cambridgeshire, including the main rail hub of Cambridge station.
- 1.6. Transport proposals in Hertfordshire could therefore potentially have a large impact on the transport network in Cambridgeshire and this document sets out the County Council's proposed response to the consultation.
- 1.7. Each comment in the following section is prefixed by 'support', 'comment' or 'information' to clarify the status of each comment.

2. Consultation comments

- 2.1. SUPPORT: Cambridgeshire County Council (the Council) broadly supports the themes, objectives and principles set out in Hertfordshire's draft Local Transport Plan (LTP) which aligns with the vision of the Transport Strategy for Cambridge and South Cambridge as well as the approach of the Cambridgeshire and Peterborough Interim Local Transport Plan (June 2017).
- 2.2. SUPPORT: The Council supports Hertfordshire's draft LTP approach to accelerate the transition from a previously largely car based strategy to a more balanced approach, encouraging a switch from predominantly single occupancy private car to more sustainable transport.
- 2.3. SUPPORT: Officers agree that a transport strategy that seeks to cater for future increase in traffic demand by increasing highway capacity alone will be expensive, difficult to deliver and environmentally damaging, as well as largely ineffective due to extra capacity being taken up by suppressed demand. Catering for increases in future travel demand will require stronger support for active modes, passenger transport and traffic demand management measures where appropriate.
- 2.4. SUPPORT: The Transport User Hierarchy set out in the draft LTP and its consideration in all future transport scheme design is supported as is the recognition that the plan needs to be aware of change and adaptable to changes brought about by emerging technology.
- 2.5. COMMENT: *Figure 3.6 Significant County Commuter Patterns (page 23)* shows the main commuter patterns in and around Hertfordshire but the diagram shows no significant movement between Hertfordshire and south Cambridgeshire near Royston. Officers are aware of high levels of commuting and school related trips within this cross-border area and support it being identified within Corridor 7 (page 99) but would also recommend this being illustrated in figure 3.6 and identified in the supporting text.
- 2.6. COMMENT: *Policy 6: Accessibility (page 56)*, Hertfordshire County Council continuing to support the community transport provider in the Royston area is welcomed as this also serves some of the south Cambridgeshire villages close to the border, which use Royston as their local centre. Officers also recommend that Hertfordshire be mindful of the wider catchment area for primary care services delivered by the three Royston General Practitioner (GP) practices which take a large number of patients from South Cambridgeshire. The catchment area extends 10km into South Cambridgeshire from the Royston practices and in addition these practices refer patients to Addenbrooke's hospital which has transport implications for Hertfordshire residents. Of note, these three GP practices fall within the Cambridgeshire and Peterborough Clinical Commissioning Group area rather than the East and North Hertfordshire Clinical Commissioning Group.
- 2.7. SUPPORT: Three of the corridors outlined in the LTP, namely *Corridor 3 (London – Stevenage – Peterborough)*, *Corridor 4 (London- Harlow – Stansted – Cambridge)* and *Corridor 7 (Stevenage – Cambridge)* are of interest to local residents. The Council supports the scheme priorities and strategic approach for these corridors, particularly the enhancement in rail capacity and service on the West Anglia Main line as a result of four tracking and the Crossrail 2 schemes (Corridor 4, page 97), and the desire to increase rail mode share between Royston and Cambridge (Corridor 7, page 99).

- 2.8. **SUPPORT:** The concept of Royston being identified as a Cycle Infrastructure Improvement Town is supported and officers welcome the opportunity to continue the partnership working to improve sustainable travel access between Royston and Cambridge and the surrounding villages. Work will continue with Hertfordshire and the Greater Cambridge Partnership to work towards completion of the proposed new pedestrian/cycle bridge over the A505 on the Royston to Cambridge cycleway scheme and on a new shared use path along the A10 to Melbourn.
- 2.9. **COMMENT:** Officers are mindful that growth aspirations in the North Hertfordshire Local Plan should consider growth in Cambridgeshire and mitigate for any transport problems that may arise. It is not clear what strategic transport evidence has been produced that demonstrates the impact of the North Hertfordshire Local Plan within Cambridgeshire and the Council would like this evidence to be provided.
- 2.10. **COMMENT:** South Cambridgeshire District Councillors have raised the issue of safety at the A505 / Station Road priority junction at Odsey, which is of great concern to local residents. The Council would like to see this junction included in a wider transport study for the A505, particularly given the proposed housing growth in Baldock and Royston, which will result in higher traffic flows on the A505 through this junction.
- 2.11. **INFORMATION:** On a related issue, the Cambridgeshire and Peterborough Combined Authority and partners are commissioning an A505 Strategic Transport Study between Royston and the A11 at Granta Park. The aims of this study will be to better understand options to deliver transport and safety improvements to address current issues and manage future demand on the A505 between Royston and the A11, and on surrounding feeder routes including the operation of M11 Junction 10. Officers would welcome close working with Hertfordshire County Council on this study.
- 2.12. **INFORMATION:** Finally, the Council recommends that Hertfordshire be mindful of other future Cambridgeshire studies and schemes adjacent to the county boundary that may have cross boundary impacts. Details of these will be published on the Combined Authority or Greater Cambridgeshire Partnership websites as they progress.

<https://www.cambridgeshire.gov.uk/>
<https://www.greatercambridge.org.uk/>
<http://cambridgeshirepeterborough-ca.gov.uk/>

3. Summary

- 3.1. County Council officers and partners are responding to the Hertfordshire draft LTP consultation given the potential impact of the strategy and proposals on the transport network in Cambridgeshire.
- 3.2. Officers broadly support the themes, objectives and principles set out in the draft Local Transport Plan but recommend future close working and coordination on cross boundary transport issues. In summary, the Council:
- Would welcome a greater focus on the important transport and service links between Royston and South Cambridgeshire villages in the border area.
 - Supports the continued community transport provision in Royston.
 - Recommends that Hertfordshire be mindful of the wider catchment area for primary care services delivered by the three Royston General Practitioner practices which

take a large number of patients from South Cambridgeshire and also refer patients to Addenbrooke's hospital. This in turn has transport implications for Hertfordshire residents.

- Supports Royston as a Cycle Infrastructure Improvement Town.
- Welcomes the continued partnership working on the Royston to Cambridge cycleway scheme, in particular the proposed new pedestrian/cycle bridge over the A505, and the A10 to Melbourn shared use pedestrian/cycle link.
- Would like to see the strategic transport evidence that has been produced to demonstrate the impact of the North Hertfordshire Local Plan within Cambridgeshire.
- Would like to see options at the A505 / Station Road junction at Odsey investigated to address safety concerns.
- Draws Hertfordshire's attention to the proposed Cambridgeshire funded A505 to A11 Royston to Granta Park Strategic Transport Study and would welcome Hertfordshire's involvement in this study.

FINANCE AND PERFORMANCE REPORT – TO END OF NOVEMBER 2017

To: **Economy and Environment Committee**

Meeting Date: **11th January 2018**

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

Electoral division(s): **All**

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

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

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

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

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

<i>Officer contact:</i>	
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Email:	Sarah.Heywood@Cambridgeshire.gov.uk
Tel:	01223 699714

1. BACKGROUND

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

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the ETE Finance and Performance report for November 2017.
- 2.2 **Revenue:** There are no material changes to the revenue position since Committee last reviewed the October financial position.
- 2.3 The forecast bottom line position across ETE is a £19K overspend.
- 2.4 **Capital:** The forecast spend on Huntingdon – West of Town Centre Link Road for 17/18 has slipped by £845K given the land cost claims are unlikely to be resolved until next financial year.
- 2.5 **Performance:** The Finance & Performance Report (Appendix A) provides performance information for the suite of key indicators for 2017/18. E&E Committee has twelve **performance indicators** reported to it in 2017-18 (following the transfer out of the two relating to Adult Skills & Learning transferring).
- 2.6 Of these twelve performance indicators, one is currently red, three are amber, and eight are green. The indicator that is currently red is:
- The average journey time per mile during the morning peak on the most congested routes
- 2.7 At year-end, the current forecast is that none of the performance indicators will be red, five will be amber and seven green.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1

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

Source Documents	Location
None	

Economy, Transport & Environment Services**Finance and Performance Report – November 2017 for Economy & Environment Committee****1. SUMMARY****1.1 Finance**

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	1	3	8	12
Year-end prediction (for 2017/18)	0	5	7	12

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

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2017/18 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn November £000	Forecast Variance - Outturn November %
+206	Executive Director	227	20	4	+207	91
+492	Infrastructure Management & Operations	58,543	-3,116	-9	+552	1
-704	Strategy & Development	9,881	37	1	-740	-7
0	External Grants	-28,228	0	0	0	0
-6	Total	40,423	-3,059	-8	19	0

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

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

2.2 Significant Issues

2.2.1 Waste Private Finance Initiative (PFI) Contract

We are currently forecasting the Waste PFI budget to be around £1.6m overspent. This is largely due to an increase in the quantity of waste collected compared to the forecast, lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a shortfall in the delivery of savings. Although the Mechanical Biological Treatment (MBT) has performed slightly better than the 2016/17 performance levels the savings this has delivered are not sufficient to offset the additional pressures.

The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also historic disputes to consider, which are not factored into any of the above.

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

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

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

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

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

There are no items above the de minimis reporting limit recorded in November 2017.

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

3. BALANCE SHEET

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

3.2.1 Cambridgeshire Archives

When last assessed it was assumed that a third of the construction work would be delivered in 2017/18. The latest schedule received from Coulsons indicates that all construction work will now start in May 2018, therefore £3.778 M of the £3.817 M capital budget will be required in 2018/19. However, the scheme is still on track to complete in 2018/19.

Funding

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

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

4. PERFORMANCE

4.1 Introduction

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

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

4.2 Red Indicators (new information)

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

a) Economy & Environment

No new information this month.

b) ETE Operational Indicators

No new information this month.

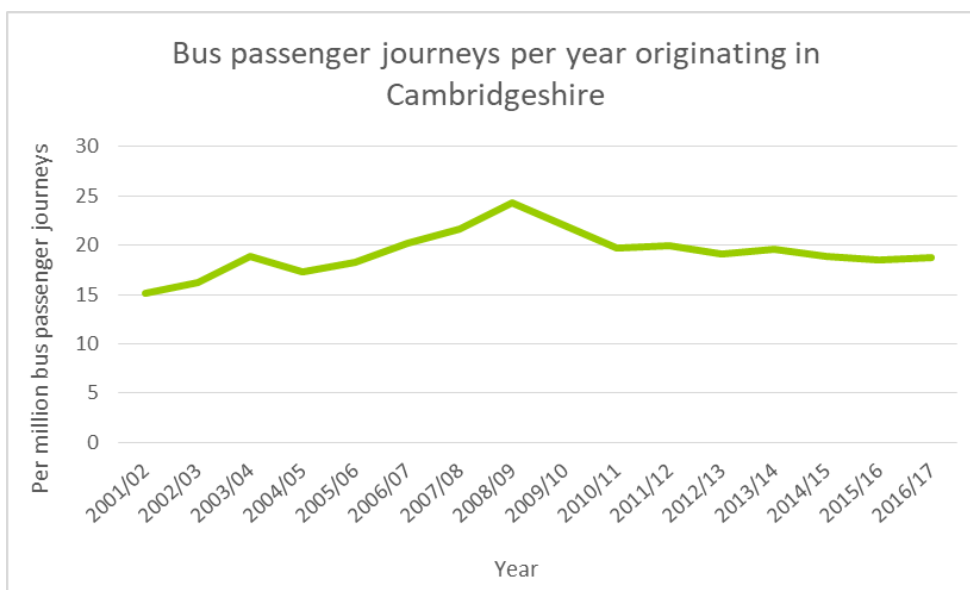
4.3 Amber indicators (new information)

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

a) Economy & Environment

Passenger Transport

- Local bus passenger journeys originating in the local authority area (to 2016/2017)
There were over 18.7 million bus passenger journeys originating in Cambridgeshire in 2016-7. This represents an increase of almost 2% from 2015-6; this growth can probably be attributed to the continued increase in passenger journeys on the guided busway. As predicted last year the target of 19 million bus passenger journeys was not achieved, but it still is anticipated that there is a chance of growth in the future through the City Deal and if so, this will take place in 2017-8 at the earliest.



b) ETE Operational Indicators

No new information this month

4.4 Green Indicators (new information)

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

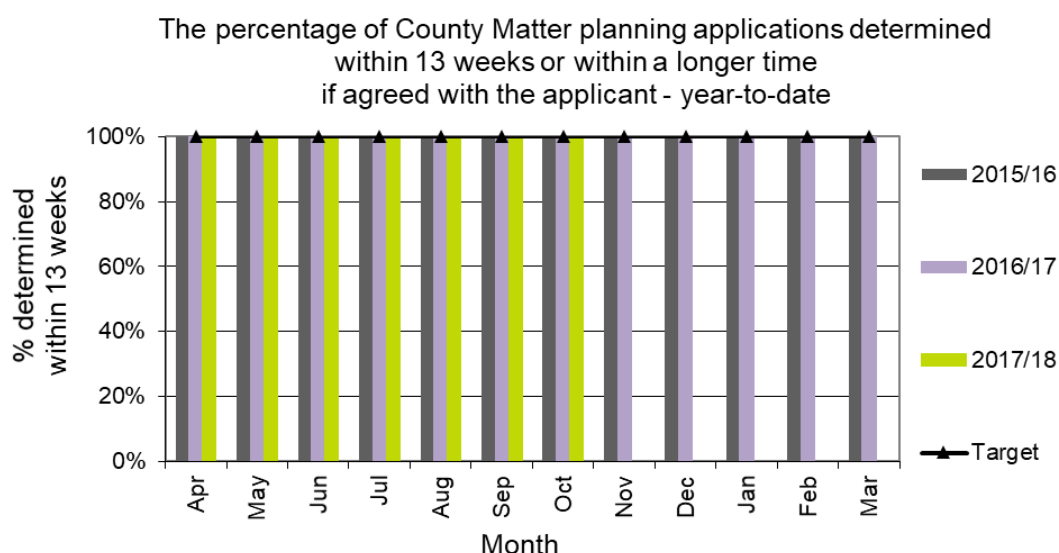
a) Economy & Environment

Planning applications

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant - year-to-date (to October 2017)

Six County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year.

There were four other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). Both applications were determined on time.



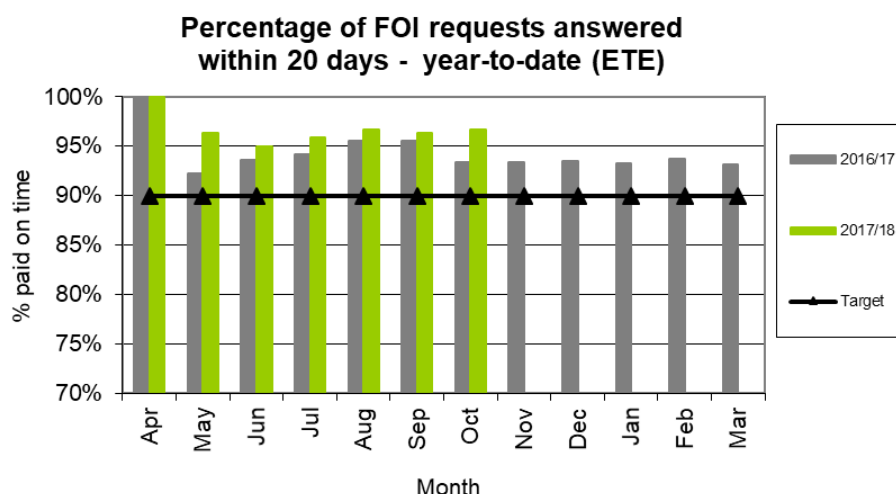
c) ETE Operational Indicators

Freedom of Information (FOI) requests

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

17 Freedom of Information requests were received during October 2017. Provisional figures show that all 17 (100%) of these were responded to on time.

152 Freedom of Information requests have been received since April 2017 and 96.7% of these have been responded to on-time. This compares with 93.4% (out of 198) and 98.5% (out of 196) for the same period last year and the year before.



Complaints and representations – response rate

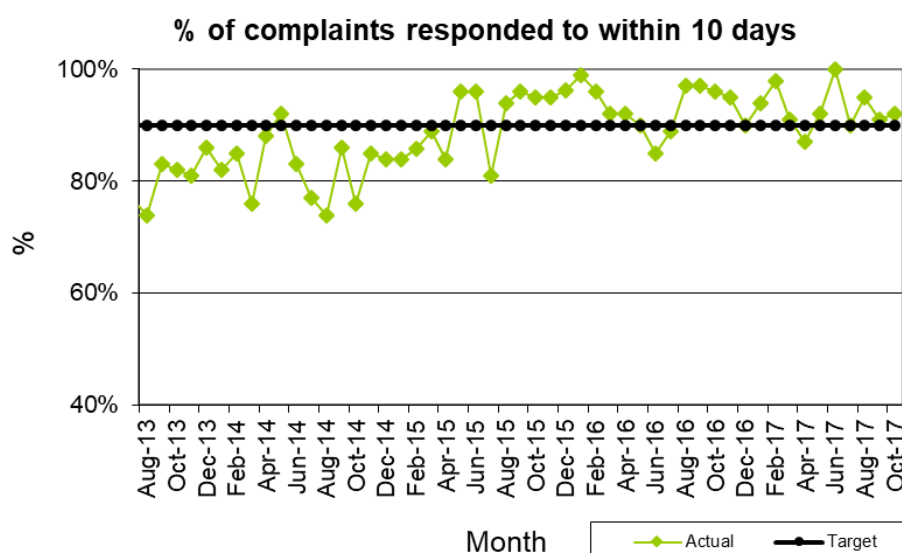
- Percentage of complaints responded to within 10 days (October 2017)

61 complaints were received in October 2017. 55 (92%) of these were responded to within 10 working days.

43 complaints were for Infrastructure Management & Operations and 37 (88%), were responded to on time.

18 complaints were for Strategy & Development and 18 (100%), were responded to within 10 working days.

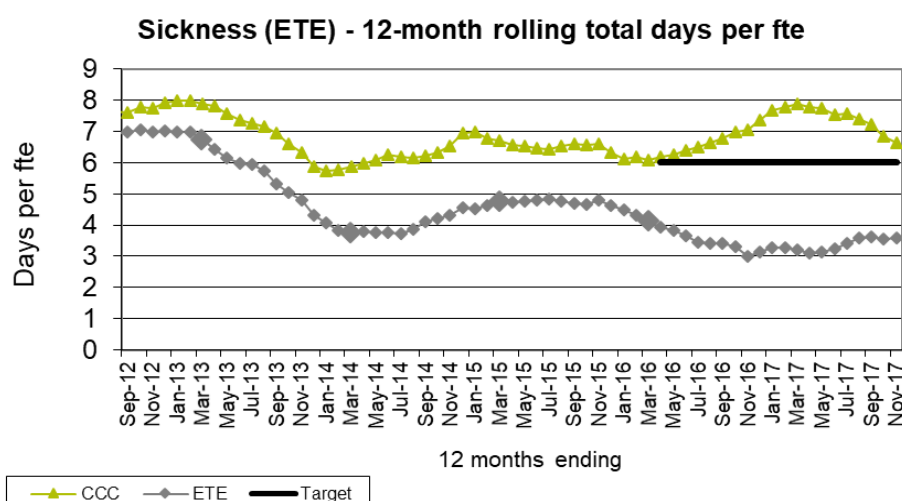
The year-to-date figure is currently 92%.



Staff sickness

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

The 12-month rolling average has risen slightly to 3.6 days per full time equivalent (f.t.e.) and is below (better than) the 6 day target.



During November the total number of absence days within Economy, Transport & Environment was 150 days based on 535 staff (f.t.e) working within the Service. The breakdown of absence shows that 110 days were short-term sickness and 40 days long-term sickness.

4.5 Contextual indicators (new information)

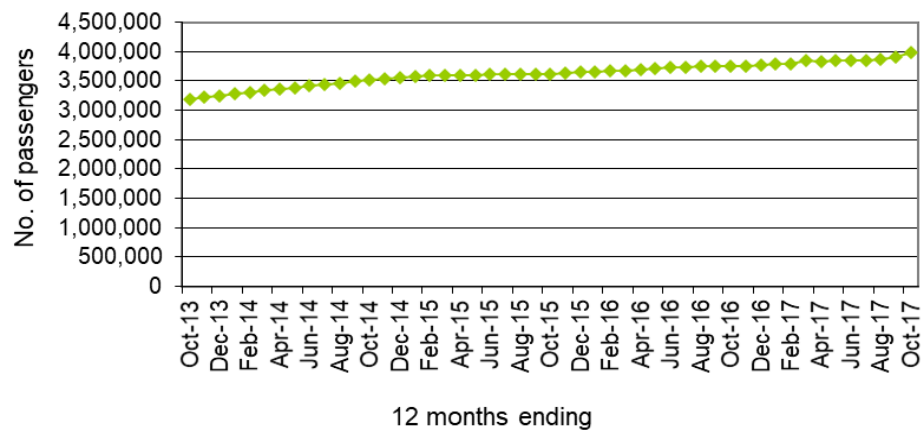
a) Economy & Environment

Passenger Transport

- Guided Busway passenger numbers (October 2017)

The Guided Busway carried 393,512 passengers in October. There have now been over 21.3 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.97 million.

Guided Busway passengers: 12-month rolling total



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn October	Service	Current Budget for 2017-18	Expected to end of November	Actual to end of November	Current Variance		Forecast Variance - Outturn November	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	Economy, Transport & Environment Services							
+206	Executive Director	-41	398	421	+23	+6	+206	-502
+0	Business Support	268	169	167	-2	-1	+0	+0
0	Direct Grants	-21,673	0	0	+0	+0	+0	0
+206	Total Executive Director	-21,446	567	587	+20	+4	+207	-1
	Directorate of Infrastructure Management & Operations							
-4	Director of Infrastructure Management & Operations	144	96	84	-12	-12	-4	-3
+1,628	Waste Disposal including PFI	34,080	19,007	17,951	-1,056	-6	+1,604	+5
	Highways							
-5	- Road Safety	332	251	250	-1	-0	+0	+0
-129	- Traffic Management	1,384	1,029	822	-207	-20	-124	-9
-107	- Highways Maintenance	6,737	4,324	4,151	-173	-4	-0	-0
+1	- Permitting	-1,333	-673	-835	-162	+24	-9	+1
+0	- Winter Maintenance	1,975	1,091	1,132	+41	+0	+0	+0
-240	- Parking Enforcement	0	-595	-1,563	-968	+163	-240	+0
-384	- Street Lighting	9,505	5,376	4,891	-486	-9	-368	-4
-43	- Asset Management	578	592	540	-53	-9	-45	-8
-304	- Highways other	487	399	436	+37	+9	-358	-73
+0	Trading Standards	706	347	325	-22	-6	+0	+0
	Community & Cultural Services							
-92	- Libraries	3,361	1,978	1,835	-143	-7	-84	-3
+6	- Archives	347	242	178	-64	-26	+0	+0
+36	- Registrars	-541	-336	-350	-14	+4	+45	-8
+129	- Coroners	780	489	656	+167	+34	+135	+17
0	Direct Grants	-6,555	-3,278	-3,278	0	+0	0	34
+492	Total Infrastructure Management & Operations	51,988	30,340	27,224	-3,116	-10	+552	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	95	88	-6	-6	+0	+0
+0	Transport & Infrastructure Policy & Funding	297	65	192	+128	+197	+9	+3
	Growth & Economy							
-62	- Growth & Development	549	358	259	-99	-28	-83	-15
-0	- County Planning, Minerals & Waste	304	91	75	-17	-18	+0	+0
+0	- Historic Environment	53	74	108	+34	+46	+0	+0
-0	- Flood Risk Management	442	262	219	-43	-16	-0	-0
-250	- Highways Development Management	0	93	-109	-202	-217	-250	+0
-26	- Growth & Economy other	165	232	253	+21	+9	-47	-29
+0	Major Infrastructure Delivery	0	362	362	-0	-0	+0	+0
	Passenger Transport							
+59	- Park & Ride	193	536	786	+250	+47	+65	+34
-400	- Concessionary Fares	5,393	3,191	3,066	-124	-4	-408	-8
-26	- Passenger Transport other	2,342	1,230	1,326	+96	+8	-26	-1
0	Direct Grants	0	0	0	0	+0	+0	0
-704	Total Strategy & Development	9,881	6,589	6,626	37	+1	-740	-7
-6	Total Economy, Transport & Environment Services	40,423	37,496	34,437	-3,059	-8	+19	+0
	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Combined Authority funding	-21,673	0	0	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,611	-1,306	-1,306	+0	+0	+0	+0
+0	Grant Funding Total	-28,228	-3,278	-3,278	0	0	0	+0

APPENDIX 2 – Commentary on Forecast Outturn Position

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

Service	Current Budget for 2017/18 £'000	Current Variance		Variance	
		£'000	%	£'000	%
Executive Director	-41	+23	+6	+206	-502
<p>The review of Senior management within ETE is now out to consultation and will be implemented by the end of the calendar year, therefore limiting the amount of savings that can be made in this financial year. The new structure will be in place for 2018/19 and it is expected in a full year will save up to £250k.</p>					
Waste Disposal incl PFI	34,080	-1,056	-6	+1,604	+5
<p>We are currently forecasting the Waste PFI budget to be around £1.6m overspent. This is largely due to an increase in the quantity of waste collected compared to the forecast, lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a shortfall in the delivery of savings. Although the Mechanical Biological Treatment (MBT) has performed slightly better than the 2016/17 performance levels the savings this has delivered are not sufficient to offset the additional pressures.</p> <p>The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also historic disputes to consider, which are not factored into any of the above.</p> <p>A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year, or ongoing, which can be brought out in the Business Plan) which can be used to offset the pressure in waste. The areas which are predicted to underspend (or achieve additional income) are Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.</p>					
Traffic Management	1,384	-207	-20	-124	-9
<p>The signals budget is expected to underspend by £100k mainly due to savings from a new contract and savings on energy. There is also expected to be an increase in income of £65k for Temporary Traffic Regulation Orders (TTRO), however the income for New Roads and Street Works Act (NRSWA) charges is behind expected budgeted position. This underspend will be used to help cover the pressure on the Waste budget.</p>					

Parking Enforcement	0	-968	+163	-240	0
Income from City centre access cameras is currently ahead of budget, due to new cameras but the level of income is not expected to continue as drivers get used to the new restrictions.					
Street Lighting	9,505	-486	-9	-368	-4
We are currently forecasting the Street Lighting budget to be £368k under spent. This is due to the higher number of deductions for performance failures than expected, which were made in line with the PFI contract and relate to adjustments due under the contract Payment Mechanism regarding performance. An element of this forecast outturn is also due to project synergy savings which have now been realised in this financial year.					
Highways other	487	+37	+9	-358	-73
Additional Highways income that has been achieved would normally be re-invested in preventative maintenance work but until the spend on the Waste budget is clearer, this funding will be held to cover the pressure on the Waste budget.					
Coroners	780	+167	+34	+135	+17
Costs in this area have increased due to more deaths and also an increase in costs relating to Assistant Coroners handling complex cases. There is also an increase in inquest costs due to the large case load.					
Highways Development Management	0	-202	-217	-250	0
Section 106 and section 38 fees have come in higher than expected for new developments and is expected to lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly.					
Concessionary Fares	5,393	-124	-4	-408	-8
The projected underspend is based on the final spend in the last financial year and currently the initial indications are that this level of underspend will be achieved this year. This underspend will be used to help cover the pressure on the Waste budget.					

APPENDIX 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	32,051
Waste PFI Grant		-80
Reduction to match Combined authority levy		-1,327
Adult Learning & Skills - now being reported under People & Communities		-2,418
Non-material grants (+/- £30k)		+2
Total Grants 2017/18		28,228

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	38,682	
Apprenticeship Levy	61	
Implementation of the Corporate Capacity Review	-698	
Allocation of Waste inflation	200	
Waste – allocation of demand funding to cover increased costs	170	
Adjustment to match Combined authority levy	1,327	
Use of earmarked reserve – Asset Information records	45	
Use of earmarked reserve – Transport Strategy & Policy	200	
Use of earmarked reserve – Flood Risk Management	42	
Use of earmarked reserve – Former Whippet Bus Routes	118	
Transfer of Service from Corporate Services – Green Spaces	56	
Adult Learning & Skills - now being reported under People & Communities	-180	
Transfer of Service from Corporate Services – Cultural Services	410	
Non-material virements (+/- £30k)	-10	
Current Budget 2017/18	40,423	

APPENDIX 5 – Reserve Schedule

Reconciliation List for Personal Accounts for ETE Services as at 30th November 2017					
Fund Description	Balance at 31st March 2017 £'000	Movement within Year £'000	Balance at 30th November 2017 £'000	Yearend Forecast Balance £'000	Notes
General Reserve					
Service carry-forward	2,229	(2,229)	0	0	To be transferred to central reserve
Sub total	2,229	(2,229)	0	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	0	218	218	
Sub total	218	0	218	218	
Other Earmarked Funds					
Deflectograph Consortium	57	0	57	57	Partnership accounts, not solely CCC
Highways Searches	55	0	55	0	
On Street Parking	2,286	0	2,286	2,000	
Bus route enforcement	117	(117)	0	0	
Streetworks Permit scheme	98	0	98	0	
Highways Commuted Sums	620	3	622	620	
Asset Information records	0	0	0	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	444	444	562	This is being used to meet legal costs if required.
Guided Busway Liquidated Damages	1,523	(608)	915	300	
Waste and Minerals Local Development Fra	59	0	59	59	
Strategic Transport Corridor Feasibility Studies	0	0	0	0	
Flood Risk funding	0	0	0	0	
Proceeds of Crime	356	0	356	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	291	0	291	250	Partnership accounts, not solely CCC
Fens Workshops	61	0	61	61	Partnership accounts, not solely CCC
Travel to Work	211	0	211	211	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	72	
Northstowe Trust	101	0	101	101	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	36	2	38	0	
Other earmarked reserves under £30k - S&D	(188)	(1)	(189)	0	
Sub total	5,989	(78)	5,911	4,883	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	669	0	669	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	24,201	24,201	0	Account used for all of ETE
Government Grants - S&D	786	13,731	14,517	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	5,788	(2,031)	3,757	5,000	
Other Capital Funding - IMO	699	135	834	200	
Sub total	7,274	36,036	43,309	5,200	
TOTAL	16,379	33,729	50,108	10,301	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2017/18						TOTAL SCHEME	
Original 2017/18 Budget as per BP	Scheme	Revised Budget for 2017/18	Actual Spend (November)	Forecast Spend - Outturn (November)	Forecast Variance - Outturn (November)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	200	87	200	0	200	0
682	- Local Infrastructure Improvements	944	370	927	-17	863	0
594	- Safety Schemes	594	-18	594	0	594	0
345	- Strategy and Scheme Development work	601	495	601	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,501	928	3,811	-690	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	Operating the Network	16,255	7,550	16,156	-99	16,248	0
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	2,321	6,140	140	90,000	0
0	- Pothole grant funding	1,155	672	1,155	0	1,155	0
395	- Waste Infrastructure	395	7	395	0	5,120	0
2,060	- Cambridgeshire Archives	1,975	23	39	-1,936	5,180	0
284	- Community & Cultural Services	1,993	78	1,493	-500	3,042	0
0	- Street Lighting	736	0	736	0	736	0
0	- National Productivity Fund	2,890	688	2,890	0	2,890	0
0	- Challenge Fund	4,583	211	4,583	0	6,250	0
0	- Safer Roads Fund	1,175	51	1,175	0	1,175	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	5,149	1,923	2,212	-2,937	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	3	665	-845	9,116	0
25,000	- Ely Crossing	25,891	12,871	25,891	0	36,000	0
0	- Chesterton Busway	200	226	196	-4	200	0
1,370	- Guided Busway	1,200	59	1,200	0	148,886	0
11,667	- King's Dyke	6,000	168	6,000	0	13,580	0
0	- Wisbech Access Strategy	330	288	330	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	3	1,000	0	1,000	0
100	- A14	142	105	142	0	25,200	0
250	- Energy Efficiency Fund	250	80	250	0	1,000	0
0	- Soham Station	500	12	500	0	6,700	0
	Combined Authority Schemes	55	55	55	0	55	0
	Other Schemes						
3,590	- Connecting Cambridgeshire	4,217	1	850	-3,367	36,290	0
0	- Other Schemes	200	200	200	0	200	0
75,927		90,664	29,457	80,409	-10,255	434,824	0
-9,664	Capital Programme variations	-14,742		-4,487	10,255		
66,263	Total including Capital Programme variations	75,922	29,457	75,922	0		

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

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

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these

negative budget adjustments have been calculated and shown against the slippage forecast to date.

Safer Roads Fund

A successful bid was made to Department for Transport (DfT) to secure £1,300,000 worth of funding from the Safer Roads Fund. This funding is specifically for safety improvements on the A1303. The scheme will be completed in 2018/19.

Cambridgeshire Archives

When last assessed it was assumed that a third of the construction work would be delivered in 2017/18. The latest schedule received from the Contractor indicates that all construction work will now start in May 2018, therefore £3.778m of the £3.817m capital budget will be required in 2018/19. However, the scheme is still on track to complete in 2018/19.

King's Dyke

Negotiations with land owners are nearing completion and informal agreements have been reached. Heads of Terms and contracts are being drafted and agreed by the respective parties' legal teams. Costs remain confidential at this point.

The tender process for design and construction is complete. Kier Construction has been announced as the successful preferred bidder for these works. Work with Kier has commenced on the stage 1 contract for detailed design. The design will inform a more robust construction target price prior to award of the Stage 2 contract for construction.

The current business plan forecast remains at £13.6m based on early estimates. As previously reported to the E and E committee the estimated cost could increase and an upper possible figure of £16.9m was indicated. Stage 1 will provide an opportunity to assess in more detail the potential risks, including ground conditions, statutory undertakers' costs, Network Rail requirements and any associated construction difficulties. It will also provide the opportunity to undertake value engineering exercises to provide a more economical design. Should additional funding be required, this will be reported back to the Economy and Environment Committee and GPC.

Ely Southern By Pass.

The construction target cost for the contract was £27.4m at the time of award of Stage 2. Whilst work is progressing on site, some significant risks have emerged requiring additional work, including Network Rail requirements, the diversion of statutory undertakers' plant, buildability issues arising from the complex V piers and additional temporary works resulting from poor and variable ground conditions. These will increase the outturn cost of the scheme significantly and are currently being considered with the contractor to minimise the impact on the project and to reduce the cost impact.

The completion date is likely to be Autumn 2018. CCC are working with the contractor to identify options to mitigate against delay and minimise costs. A number of value engineering opportunities are also being explored.

A more detailed outturn forecast to take account of the of delay and the risks associated with the project will be reported in the Finance and Performance report and to the E&E Committee.

Abbey-Chesterton Bridge

Originally planned spend for 2017/18 was £1,917,000 but now looks to be £300,000. Planning application was submitted in July 2016 and it was anticipated that this process would complete by autumn 2016, with construction of the bridge in late 2017, and thus significant construction related spend could be achieved.

The planning permission was not granted until February 2017 following the need to submit multiple packages for certain aspects of the application. Construction now looks likely to commence in March 2018, though this is dependent upon discharging the pre-start planning conditions.

Significant spend will not be encountered until the construction work commences, thus the majority of spend will now come in 2018/19 rather than 2017/18.

Huntingdon – West of Town Centre Link Road

The outturn for the scheme has reduced to £665,000 from £1,510,000, this is due to land cost claims which have not been resolved as anticipated and it is now expected these claims will be resolved in 2018/19.

Cambridge Cycling infrastructure

This is the programme of S106 funded cycling projects in Cambridge. The funding is generally not time limited, and thus any underspend rolls into the next year. The originally planned spend was £1,580,000 but now looks to be £150,000. This is a consequence of public consultation and scheme development work being extended, not least Queen Edith's Way, which is the project with the largest single budget. Following consultation E&E Committee agreed to undertake further development and consultation with local residents. The delivery team's priority has been to complete projects that have some time limited funding associated with them such as DfT Cycle City Ambition funded schemes and St Neots Northern foot and cycle bridge, and to progress some of the higher profile projects such as Abbey-Chesterton bridge.

A10 Harston – The scheme is nunder construction and approaching the end of the 18 week programme. It is on track to achieve the spend forecast of £1,030,000 for the year, with works to have been substantially completed by Christmas.

Huntingdon Road – Construction work commenced 18th September. It is now nearing the end of the 10 week programme. It consists of a Citybound raised lane, and planed out and resurfaced lane towards Girton. It is on track to achieve spend forecast of £345,000 for the year.

Trumpington Road – This scheme was recently completed. The spend was slightly over the original forecast of £480,000 for the year due to more extensive than anticipated works associated with gas main.

Quy to Lode – Scheme under construction, and due to complete early December. It consists of a 2km new village link and is on track to achieve spend forecast of £451,000 for the year. Much of the relatively significant spend for 2017/18 will be spent in 2018/19

Connecting Cambridgeshire

Expenditure in this year will be lower than estimated in relation to the BT contract. To confirm, delivery is on track but expenditure has been re-phased, and therefore the funding will be required next financial year.

Capital Funding

2017/18				
Original 2017/18 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2017/18 £'000	Forecast Spend - Outturn (November) £'000	Forecast Funding Variance - Outturn (November) £'000
17,991	Local Transport Plan	17,815	17,009	-806
2,483	Other DfT Grant funding	21,965	19,908	-2,057
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	6,418	5,538	-880
18,992	Prudential Borrowing	23,768	19,845	-3,923
12,403	Other Contributions	10,331	7,742	-2,589
75,927		90,664	80,409	-10,255
-9,664	Capital Programme variations	-14,742	-4,487	10,255
66,263	Total including Capital Programme variations	75,922	75,922	0

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	6.0	This reflects slippage or rephasing of the 2016/17 capital programme to be delivered in 2017/18 which will be reported in August 17 for approval by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-9.0	Rephasing of grant funding for King's Dyke (-£1.0m), costs to be incurred in 2018/19. Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (-£8.3m)
Revised Phasing (Section 106 & CIL)	-0.8	Revised phasing of Guided Busway spend and receipt of developer contributions.

Revised Phasing (Other Contributions)	-3.2	Revised phasing of King's Dyke spend
Additional Funding / Revised Phasing (DfT Grant)	16.3	New Grant funding – National Productivity Fund (£2.9m), Pothole Action Fund (£1.2m), Challenge Fund (£3.5m) and Safer Roads Fund (£1.2m). Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (£11.3m)
Additional / Reduction in Funding (Prudential borrowing)	-1.0	Rephasing of grant funding for Ely Crossing reduced the requirement for borrowing (-£3.0m). Brought forward borrowing to fund DfT Challenge Fund schemes (£2.25m).

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

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

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

a) Economy & Environment

Economy & Environment									
Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 31 July 2017	46.79%	Contextual		Figures to the end of July 2017 show that the average take-up in the intervention area has increased from 35.6% in June 2016 to 46.79%.	
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17 To 30 September 2016	95.48%	95.2% by June 2017	G	G	Figures have risen to 95.48 as at the end of September 2017. The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.
Economic Development									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↓	To 30 June 2017	78.5%	80.9% to 81.5%	A	A	The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS). The 12-month rolling average is 78.5%, which although it has decreased slightly from the last quarterly rolling average, is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.4% and the Eastern regional figure of 77.0%. 78.7% are employed full time and 21.3% are employed part time. 12.2% of employed 16-64 year old Cambridgeshire residents are self-employed and 66.4% are employees.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↓	November 2016	10.8%:4.8% Ratio of most deprived areas (Top 10%) to all other areas Gap of 6.0 percentage points	Gap of <=6.0 percentage points Most deprived areas (Top 10%) Actual <=11.5%	G	A	The 2016/17 target of <=11.5% is for the most deprived areas (top 10%). Latest figures published by the Department for Work and Pensions show that, in August 2016, 10.8% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 4.8% of those living elsewhere in Cambridgeshire. The gap of 6.0 percentage points is lower than the last quarter and is currently achieving the target of <=6.5 percentage points.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Additional jobs created	High	↑	To 30 September 2016	+12,600 (provisional)	+3,500	G	G	The latest provisional figures from the Business Register and Employment Survey (BRES) show that 12,600 additional jobs were created between September 2015 and September 2016 compared with an increase of 6,300 for the same period in the previous year. This means that the 2016/17 target of +3,500 additional jobs has been achieved. This information is usually published late September/early October each year, for the previous year, by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.
Passenger Transport									

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↑	To 31 October 2017	393,512		Contextual		The Guided Busway carried 393,512 passengers in October. There have now been over 21.3 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.97 million.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Local bus passenger journeys originating in the authority area	High	↑	2016/17	Approx. 18.7 million	19 million	A	A	There were over 18.7 million bus passenger journeys originating in Cambridgeshire in 2016-7. This represents an increase of almost 2% from 2015-6; this growth can probably be attributed to the continued increase in passenger journeys on the guided busway. As predicted last year the target of 19 million bus passenger journeys was not achieved, but it still is anticipated that there is a chance of growth in the future through the City Deal and if so, this will take place in 2017-8 at the earliest.
Planning applications									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	To 30 November 2017	100%	100%	G	G	Ten County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year. There were five other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). Both applications were determined on time.
Traffic and Travel									

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015. Overall growth from the 2004-2005 average baseline is 62.5 percent which is better than the Council's target of 46%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	↑	October 2014	Fenland = 81.1% Other excluding Cambridge = 89.4%	Fenland = 86.3%	A	A	Latest figures published by the Department for Transport show that in 2014/15, 81.1% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2013/14, which is disappointing, although, because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant. Excluding Cambridge, the latest figure for the rest of the County is 89.4%. The gap of 8.3 percentage points is only slightly less than the 2012/13 baseline gap of 8.7 percentage points. A large number of schemes have been undertaken across most parishes in Fenland to further promote cycling and walking including new cycle routes, new footways, large maintenance schemes, general improvements and whole town centre redesigns. During 2015/2016 Cambridgeshire was awarded funding from the Government for a project in Wisbech from the Local Sustainable Transport Fund (LSTF). The project included Sustrans undertaking cycling work with schools and the County Council Travel to Work Unit working with employers in

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>Wisbech to encourage more sustainable travel for commuting.</p> <p>In addition to this, the Cycling Projects team regularly work with Fenland District Council and their Transport team to undertake surveys and audits with the Transport Strategy Team helping to determine some of the improvement schemes.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The average journey time per mile during the morning peak on the most congested routes	Low	↓	September 2015 to August 2016	4 minutes 52 seconds	4 minutes	R	A	<p>At 4.52 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is better than the previous year's figure of 4.87 minutes.</p> <p>The target for 2017/18 is to reduce this to 4 minutes per mile.</p>

c) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
ETE Operational Indicators									
Monthly	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of Freedom of Information requests answered within 20 days	High	↑	To 31 October 2017	100%	90%	G	G	17 Freedom of Information requests were received during October 2017. Provisional figures show that all 17 (100%) of these were responded to on time. 152 Freedom of Information requests have been received since April 2017 and 96.7% of these have been responded to on-time. This compares with 93.4% (out of 198) and 98.5% (out of 196) for the same period last year and the year before.
	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of complaints responded to within 10 days	High	↑	To 31 October 2017	92%	90%	G	G	61 complaints were received in October 2017. 55 (92%) of these were responded to within 10 working days. 43 complaints were for Infrastructure Management & Operations and 37 (88%), were responded to on time. 18 complaints were for Strategy & Development and 18 (100%), were responded to within 10 working days. The year-to-date figure is currently 92%.
	Operating Model enabler: Having Councillors and officers who are equipped for the future								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided.	Low	↔	To 30 November 2017	3.6 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average has risen slightly to 3.6 days per full time equivalent (f.t.e.) and is below (better than) the 6 day target.</p> <p>During November the total number of absence days within Economy, Transport & Environment was 150 days based on 535 staff (f.t.e) working within the Service. The breakdown of absence shows that 110 days were short-term sickness and 40 days long-term sickness.</p>

ECONOMY & ENVIRONMENT COMMITTEE TRAINING PLAN*

A description of each training session is provided on page 2.

The text in red bold indicates that the details are yet to be confirmed.

Ref	Subject	Responsibility / Lead officer	Date	Venue booked? Y/N	Invitation sent out? (Cat)	Agenda sent? Y/N (Lead officer)	Attendance form sent Y/N (TA)	Nature of training	No. of Cllrs Attended	% of total invited
1.	The budget and ETE business planning process**	Amanda Askham	Wed 9 th Aug 10am-12pm	Y KV Room	Y	n/a	Y	Seminar	6	10%
2.	Introduction to major infrastructure delivery	*Send sheet to Tanya, Stuart Walmsley	Tue 22 nd Aug 2-4pm	Y KV Room	Y	Y	Y	Seminar	16	26%
3.	Ely Bypass site visit	Brian Stinton, Stuart Walmsley (For E&E / H&CI if places)	Fri 25 th Aug 10am-1pm	Y Conference room	Y	Y	Y	Site visit, seminar	8	24%
4.	Waterbeach Waste Management Park site visit [Organised by H&CI Committee]	Adam Smith	Tbc - H&CI rep to organise a new date for this visit in Autumn 2017	N	N			Site visit		
5.	The Combined Authority	Combined Authority Kim Sawyer Interim Legal Counsel & Monitoring Officer T: 07961 240684	Date still to be confirmed	N	N			Seminar		
6.	Connecting Cambridgeshire – Digital Connectivity	Noelle Godfrey	Mon 4 th Sep 2-3pm	Y KV Room	Y	n/a	Y	Seminar	10	16%
7.—	Adult Skills and Learning	Lynsi Hayward-Smith	CANCELLED No longer E&E	Y KV Room	Y			Seminar		
8.	County's role in Growth and Development	Sass Pledger, Juliet Richardson	Mon 2 nd Oct 2-4pm	Y KV Room	Y	Y	Y	Seminar	12	20%
9.	Flood Risk Management Strategy and work	Sass Pledger, Julia Beeden	Wed Oct 25 th 2-4pm	Y KV Room	Y	Y	Y	Seminar	8	13%
10.	Energy Strategy and work	Sass Pledger, Sheryl French	Mon 13 th Nov 10am-12pm	Y KV Room	Y	Y	Y	Seminar	6	10%
11.	County Planning Minerals and Waste	Sass Pledger, Emma Fitch	Wed 29 th Nov 2-4pm	Y KV Room	Y	Y	Y	Seminar	8	13%
12.	Major railway projects	Jeremy Smith	Mon 18 th Dec 2-4pm	Y KV Room	Y		Y	Seminar	10	16%
13.	A14 site visit*	Stuart Walmsley	Tbc – Mar 2018	N Swavesey	N			Site visit, seminar		

* Note:

- The training sessions are primarily for E&E Committee Members and Substitutes, but will be open to all County Councillors, with the exception of:
 - site visits - a limited number of visitors can be accommodated during site visits. H&CI Committee may be invited if space is available.
 - the budget and ETE business planning process – targeted to ETE. H&CI Committee may be invited if space is available.
- Members can ask officers for one-to-one meetings if they would like to discuss topics further.
- In addition to the E&E training plan, Member Seminars are to re-start in October 2017 (contact Democratic Services for more information).

** In addition, the following finance training is available to all Members (please contact Democratic Services for dates and more information):

- One to One Budget Information Sessions, open to all Councillors by appointment – Michelle Rowe
- Local Government Finance (First Session), Chris Malyon
- Local Government Finance (Second Session), Chris Malyon
- Local Government Finance (Third Session), Chris Malyon

Ref	Subject	Date	Description of training
1.	The budget and ETE business planning process**	Wed 9 th Aug 10am-12pm	The learning outcomes will be: <ul style="list-style-type: none"> An overview of the Council's budget and how it works in ETE A understanding of the business planning process and cycle The committee process for approving, delivering and monitoring business cases and transformation ideas
2.	Introduction to major infrastructure delivery	Tue 22 nd Aug 2-4pm	tbc
3.	Ely Bypass site visit	Fri 25 th Aug 10am - 1pm	This training will include: <ul style="list-style-type: none"> An overview of the project development and the work on site A visit onto the site
4.	Waterbeach Waste Management Park site visit [Organised by H&CI Committee]	Tbc - H&CI rep to organise a new date for this visit in Autumn 2017	The training will include a presentation from officers on our responsibilities, how we deliver our services and working with our partners. There will also be a presentation from our contractor Amey who will provide an overview of the waste treatment technology and services delivered through the PFI contract. This will be followed by a tour of the Waterbeach site, please wear appropriate footwear and clothing as it is a working site (PPE will be provided by Amey).
5.	The Combined Authority	Tbc – Autumn 2017	This training will cover: <ul style="list-style-type: none"> The role of E and E Committee and where it sits in relation to the decision making role and functions of the Combined Authority.
6.	Connecting Cambridgeshire – Digital Connectivity	Mon 4 th Sep 2-3pm	Training description: Ubiquitous digital connectivity is seen as vital to support economic growth and help our communities to thrive across Cambridgeshire and Peterborough. Cambridgeshire is already a leading digital county and the County Council has set ambitious targets to strive for >99% connectivity by 2020 through its Connecting Cambridgeshire programme. Noelle Godfrey, Programme Director for Connecting Cambridgeshire & Smart Cambridge, will lead this Members' training session to explain the Council's Digital Connectivity Blueprint for 21 st Century Infrastructure, including: <ul style="list-style-type: none"> progress of the superfast broadband rollout - ahead of national targets work to increase mobile coverage and be among the first to get 5G services potential to expand Wifi provision in village halls and community buildings opportunities to use open data and technology to develop smart solutions There will be an opportunity for questions afterwards.
7.	Adult Skills and Learning	Mon 11 th Sep 2-4pm	The training aims to answer some key questions: <ul style="list-style-type: none"> What does the service do? How does it support the priorities of the County Council? How does it work in partnership and plan for local delivery? How does it link to the Employment and Skills policy? Some examples of the work in local areas
8.	County's role in Growth and Development, including <ul style="list-style-type: none"> pre-apps CIL and S106 	Mon 2 nd Oct 2-4pm	The role of Growth and Development: <ul style="list-style-type: none"> statutory planning responses for planning, transport and county community infrastructure (library, adult social care) transport assessment role for strategic sites with close working relationship with policy TIPF, MID and Highways DC Education planning for new school and school extensions for growth where necessary in response to planning applications. Support and defence of application and districts at appeal. Travel for Cambridgeshire sustainable travel planning role Representation to local plans to ensure county functions have sufficient leverage and policy support and reference in local plans. Liaison with City Deal and LEP for leverage of developer funding to support economic and residential development Negotiation, drafting and agreement of S106 agreements with associated development. Including large site provision for education and transport, such as funding for new schools, significant highway improvements and city deal funding.
9.	Flood Risk Management Strategy and work	Wed Oct 25 th 2-4pm	The training will cover: <ul style="list-style-type: none"> The County Council's statutory duties and responsibilities in flood risk management The importance of joint working with other risk management authorities and other internal teams

Ref	Subject	Date	Description of training
			<ul style="list-style-type: none"> • From investigation to delivery (Surface Water Management Plans) • How Members can help • The Flood and Water Team structure
10.	Energy Strategy and work	Mon 13 th Nov 10am-12pm	<p>The training will cover:</p> <ul style="list-style-type: none"> • Strategic overview – Disruption and change in the energy market and its relevance to the Council • Progress with the Local Energy Investment Strategy for Greater Cambridge Greater Peterborough Local Enterprise Partnership area • The East Anglian Local Innovation Project • Progress delivering the Council's Corporate Energy Strategy including: <ul style="list-style-type: none"> – Schools programme – CCC buildings – Solar Park – Smart Energy Grid – Procurement – Other projects
11.	County Planning Minerals and Waste	Wed 29 th Nov 2-4pm	The County Planning, Minerals and Waste training will set out the roles and responsibilities of the team, including the types of planning applications determined and how this function feeds into the wider growth agenda across Cambridgeshire.
12.	Major railway projects	Mon 18 th Dec 2-4pm	tbc
13.	A14 site visit	Tbc – Mar 2018	<p>Organised primarily for E&E Committee, however H&CI Committee may also attend where there are spaces available (spaces are limited to 20).</p> <p>This site visit will include:</p> <ul style="list-style-type: none"> • a presentation on the scheme background, scheme objectives, scheme overview, progress to date and work planned • visit to the Mobile Visitor Centre and the Traffic Management Control Centre

ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN

Published on 2nd January 2018



Cambridgeshire
County Council

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

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

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

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

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

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

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

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
11/01/18	Park & Ride and Guided Busway Grounds Maintenance Contract	Bob Menzies/Campbell Ross-Bain	2018/020	28/12/17	02/01/18
	Draft Hertfordshire Local Transport Plan Consultation	Stacey Miller	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
08/02/18	Transport Scheme Development Prioritisation Process	Chris Poultney / Natasha Hincks	2018/029	25/01/18	30/01/18
	Ely Cambridge Transport Study Recommendation and next Steps (also known as A10 Study)	Sarah Hatcher	Not applicable		
	Wisbech Access Strategy - recommendation of schemes to access £10.5m Growth Deal Funding	Jack Eagle	Not applicable		
	Ely North Junction Level Crossing	Chris Poultney	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
08/03/18	Ely Bypass Costs	Brian Stinton	2018/021	22/02/18	27/02/18
	Response to Outline Planning Application for Wintringham Park, St Neots & Section 106	Juliet Richardson	Yes		
	Cambridgeshire and Peterborough Minerals and Waste Local Plan – Issues and Options Consultation	Ann Barnes	Not applicable		
	Connecting Cambridgeshire Update	Noelle Godfrey	Not applicable		
	Risk Management	Tamar Oviatt-Ham	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
12/04/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	29/03/18	03/04/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
24/05/18	Planning Obligations Strategy	Colum Fitzsimons	Not applicable	10/05/18	15/05/18
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		

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

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

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

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

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

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

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