

COUNTY COUNCIL: MINUTES

Please note the meeting can be viewed on YouTube at the following link:

<https://www.youtube.com/watch?v=bDmodpBb0vU&t=2483s>

Date: Tuesday, 17th July 2018

Time: 10.30 am – 12.35 pm

Place: Shire Hall, Cambridge

Present: Councillor M Smith (Chairman)
Councillors: D Adey, D Ambrose-Smith, A Bailey, H Batchelor, C Boden, A Bradnam, S Bywater, D Connor, A Costello, S Count, S Crawford, S Criswell, K Cuffley, P Downes, L Dupre, L Every, J French, R Fuller, I Gardener, D Giles, J Gowing, L Harford, N Harrison, A Hay, M Howell, S Hoy, P Hudson, B Hunt, D Jenkins, L Jones, N Kavanagh, S Kindersley, S King, I Manning, M McGuire (Vice Chairman), E Meschini, L Nethsingha, K Reynolds, C Richards, T Rogers, T Sanderson, J Schumann, J Scutt, M Shellens, M Shuter, A Taylor, S Taylor, S Tierney, P Topping, J Whitehead, J Williams, J Wisson and T Wotherspoon

Apologies: Councillors I Bates, R Hickford, L Joseph, P Raynes, S van de Ven, D Wells and G Wilson

93. MINUTES – 15TH MAY 2018

The minutes of the Council meeting held on 15th May 2018 were approved as a correct record and signed by the Chairman.

94. CHAIRMAN'S ANNOUNCEMENTS

The Chairman made a number of announcements as set out in **Appendix A**.

95. DECLARATIONS OF INTERESTS

There were no declarations of interest under the Code of Conduct.

96. PUBLIC QUESTION TIME

The Chairman reported that two questions had been received from members of the public as set out in **Appendix B**.

With regard to the supplementary question querying why the lease was for 25 years, as most leases were for a minimum of 99 years, and requesting the heads of terms for the lease including details of whether any covenant had been put on the title restricting it, the Chairman of Commercial and Investment Committee, Councillor Schumann, undertook to speak with the Managing Director of This Land and provide any additional information which was not commercially sensitive.

97. PETITIONS

No petitions were received.

98. ITEMS FOR DETERMINATION FROM GENERAL PURPOSES COMMITTEE

a) Single Equality Strategy 2018-2022

It was moved by the Chairman of General Purposes Committee, Councillor Count, and seconded by the Chairman of Commercial and Investment Committee, Councillor Schumann, that the recommendation from the General Purposes Committee, as set out in the report on the Council agenda be approved.

It was resolved unanimously by a show of hands to:

adopt the Single Equality Strategy 2018-2022

(b) Treasury Management Quarter Four Report

It was moved by the Chairman of General Purposes Committee, Councillor Count, and seconded by the Chairman of Highways and Community Infrastructure Committee, Councillor Shuter, that the recommendation from the General Purposes Committee, as set out in the report on the Council agenda be approved.

It was resolved unanimously by a show of hands to:

note the Treasury Management Quarter Four Report for 2017-18.

99. MOTIONS UNDER COUNCIL PROCEDURES RULE 10

(a) Motion from Councillor Noel Kavanagh

The following motion was proposed by Councillor Kavanagh and seconded by Councillor Jones.

This Council notes that:

- a study by the environmental law organisation ClientEarth published in February 2018 revealed that 60% of parents surveyed want traffic diverted away from school gates at the beginning and end of the school day. Parents are concerned because investigations have demonstrated children are being exposed to illegal levels of damaging air pollution outside their schools, mainly from diesel vehicles.
- some councils in the UK: Solihull, Croydon, Edinburgh, Haddington, East Lothian and Greenwich, London, have already introduced pilot schemes where there are “no car zones” in the vicinity of primary schools. The purpose of the no car zones are to encourage parents to leave their cars behind and have children walk and cycle to school. The roads outside the schools are not physically closed to traffic; instead, the councils use temporary automatic number plate recognition cameras to scan if vehicles passing through the pedestrian zones have permission. Local residents and their visitors are able to enter or leave the zones by applying free of

charge for an advance access permit. Motorists driving in the zones during the peak times without a valid permit receive a penalty charge notice.

- the schemes are not only designed to have an impact on pollution levels but should also reduce congestion. Congestion is a major problem affecting Cambridge City, particularly during school terms. It is important to note when it is school holiday time there is a discernible reduction in the volume of traffic, calculated to be by at least 15%. Discouraging the school run will also boost walking and cycling levels, improve the health of children through the increase in exercising and help tackle obesity levels and improve the environment. The arrival at school will be a less stressful and less dangerous experience for children and parents and the residential areas where most schools are located will be less polluted.

This Council asks the Executive Director of Place and Economy to instruct officers to identify primary schools in Cambridge, in consultation with local councilors, for the trialling of no car zone schemes. Three primary schools will initially be subject of the trials for a period of 18 months. If the trialling is deemed to be successful the schemes will be made permanent and extended to other schools in Cambridge City and other towns in Cambridgeshire.

The following amendment was proposed by Councillor Dupre and seconded by Councillor Downes:

Additions in bold and deletions shown in strikethrough.

This Council notes that:

- a study by the environmental law organisation ClientEarth published in February 2018 revealed that 60% of parents surveyed want traffic diverted away from school gates at the beginning and end of the school day. Parents are concerned because investigations have demonstrated children are being exposed to illegal levels of damaging air pollution outside their schools, mainly from diesel vehicles.
- some councils in the UK: Solihull, Croydon, Edinburgh, Haddington, East Lothian and Greenwich, London, have already introduced pilot schemes where there are “no car zones” in the vicinity of primary schools. The purpose of the no car zones are to encourage parents to leave their cars behind and have children walk and cycle to school. The roads outside the schools are not physically closed to traffic; instead, the councils use temporary automatic number plate recognition cameras to scan if vehicles passing through the pedestrian zones have permission. Local residents and their visitors are able to enter or leave the zones by applying free of charge for an advance access permit. Motorists driving in the zones during the peak times without a valid permit receive a penalty charge notice.
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This Council therefore asks the Executive Director of Place and Economy to approach the police to investigate opportunities for joint working in introducing a trial of no car zones in Cambridgeshire; and that if the police feel that such a trial would be possible, the Executive Director consult with schools and local councillors to identify any schools which might be appropriate for such a scheme and bring a report back to the Highways and Community Infrastructure Committee in six months time.

Following discussion, the amendment on being put to the vote was lost.

[Voting pattern: Liberal Democrats, 1 Labour and 4 Independents in favour; Conservatives and 6 Labour against]

In discussion as an action commitment, the Chairmen of the Children and Young People Committee and Highways and Community Infrastructure Committee undertook to discuss further with officers the feasibility of no car zones around schools for consideration at the appropriate Policy and Service Committee.

Following discussion, the motion on being put to the vote was lost.

[Voting pattern: Labour, 5 Liberal Democrats and 1 Independent in favour; Conservatives and 2 Independents against; 7 Liberal Democrats and one Independent abstained]

(b) Motion from Councillor Amanda Taylor

The following motion was proposed by Councillor A Taylor, and seconded by Councillor Bailey, and with the agreement of the meeting included the addition of the word 'relevant' in the first bullet after the word 'councillors' as shown in bold below: `

The Council notes that Motor Neurone Disease is a fatal and rapidly progressing disease that affects up to 5,000 adults in the UK at any one time, and that there are approximately 80 people living with MND in Cambridgeshire at present.

A number of council services are crucial to people living with MND and their families: social care, disability adaptations and equipment, carer support and transport assistance.

The Council supports the Motor Neurone Disease Charter, which declares the care and support that is due to people living with MND and their carers.

The charter identifies five rights:

1. The right to an early diagnosis and information

2. The right to access quality care and treatments
3. The right to be treated as individuals and with dignity and respect
4. The right to maximise their quality of life
5. Carers of people with MND have the right to be valued, respected, listened to and well supported.

The Council is recommended to adopt the MND Charter, which pledges to:

- Promote the five rights and to communicate and advocate them to all councillors, **relevant** staff and partner organisations including health and social care professionals
- Consider the impact of council decisions on people living with MND and their carers
- Work with local health providers to ensure that services are well co-ordinated
- Work with the MND Association and partner organisations to create an action plan to meet the expectations of the charter

Following discussion, the motion on being put to the vote was carried unanimously by a show of hands.

As an action in response to the need for a joined up approach with the NHS on implementing the MND Charter, the Chairman of the Health Committee undertook to add to the Health Committee forward agenda plan an item to invite local health providers to the Committee.

100. QUESTIONS:

(a) CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY AND OVERVIEW AND SCRUTINY COMMITTEE – ORAL QUESTIONS

Four questions were received by the deadline under Council Procedure 9.1. of the Council's Constitution as set out in **Appendix C**.

(b) Written Questions

Two written questions were submitted under Council Procedure 9.2 as set out in **Appendix D**.

Chairman

**COUNTY COUNCIL – 17TH JULY 2018
CHAIRMAN’S ANNOUNCEMENTS**

PEOPLE

Director of Business

Amanda Askham has been appointed as the Council’s new Director of Business Improvement and Development. She will add capacity and strategic oversight to help drive forward the Council’s commercial and transformation agendas, making the Council stronger moving forward. In spite of tough competition from a range of external applicants from both the public and private sectors, the Member led interview process found that Amanda’s knowledge, experience and strategic thinking really shone through.

Amanda will take up her new duties with immediate effect.

SERVICE DEVELOPMENTS

Adults Early Help Team

The Carers Trust shortlisted the Adults Early Help Team for the Carer Friendly Social Care Award. This award is for a Social Care Team, care manager, youth worker or individual who has demonstrated the most carer friendly approach in their working role and who has made a difference by going the extra mile. The team were unaware that they had been nominated. Quote from Stuart Brown, Adult Early Help Team Manager, “It is good recognition for the team who do good work with carers. As always, I feel we can do more but it is something to be proud of”.

“Cambridgeshire County Council’s Adult Early Help Team works in a preventative way. They see the importance of supporting family carers to focus on their own wellbeing and quality of time they have with the people they care for. They offer support to enable independence and create sustainable long term solutions reducing the need for social care. This gives carers a broader, more comprehensive service and added value. They are on the front line and are excellent at identifying carers early and referring them on for support.”

Results were announced at a ceremony in Peterborough on Wednesday 13 June during national Carers Week, 11 – 17 June; the Adult Early Help Team were runners up.

Members of the team overleaf attended to receive their award.



COUNTY COUNCIL –**PUBLIC QUESTION TIME****COUNTY COUNCIL – 17TH JULY 2018**

No.	Question from:	Question to:	Question
1.	Mr Antony Carpen	Councillor Ian Bates Chairman of Economy and Environment Committee	<p>This question is all about buses. Some of you may have been aware that the Cambridge Area Bus Users' Group has recently formed, but this question is in particular to really a group of people who are under-represented or don't have a voice, as was mentioned earlier, and this is the children and young people, many of whom are going to be going to new places of study for the first time, just like I used to be one of them. In particular, those coming in from the towns and villages to come into Cambridge to study, in particular at Hills Road, Long Road sixth form colleges and Cambridge Regional College. I wanted to table this question to find out what steps the County Council as an institution and also individual councillors are going to be taking to ensure that whenever children and young people come across problems with the bus services, as they will inevitably do (and also perhaps the train services given the headlines and the experiences of the past few months), that you are pro-actively reaching out to them and putting notices up where they happen to be, so that they can get in contact with you early on and not have to wait, whether it's coming through the bus campaign or through the colleges. So I table the question as on the order paper. Thank you.</p> <p>In September, thousands of teenagers across the county will be using buses and other forms of transport perhaps for the first time in getting to new places of study - especially those embarking on new courses at our larger colleges - and not just those in Cambridge.</p> <p>Please can the council state how it will be working with those institutions to assist those who:</p> <ul style="list-style-type: none">• are dependent on public transport as and when they face inevitable delays,• face buses that are full and don't stop for people waiting at stops• want to make their experiences known to their elected representatives responsible for holding transport providers accountable

			<p>Please can the council also state what plans it has to ensure schools and colleges - including but not limited to management, staff and students, receive the publicity coming from it, the Greater Cambridge Partnership and the County Mayor on consultations and future schemes that will affect them.</p> <p>I would be grateful if the council could give an update later on this autumn on how successful their efforts have been.</p>
	Response from:	Response to:	Response
	Councillor Steve Count on behalf of Councillor Ian Bates Chairman of Economy and Environment Committee	Mr Antony Carpen	<p>Thank you Mr Carpen for this question. These are important questions that you raise and it is in all of our interests to ensure that students have the information and the services that allow them to get to their places of study. It is also important to understand however the role of this Council and the role that this Council plays in that journey. Our main responsibility is to provide transport for eligible students to their places of study and we do this successfully for thousands of students every . . . single school day. We also subsidise some, just a few, local bus services that can't be provided commercially that are available to all, including students. Beyond that, students are using services that are provided commercially by the bus companies. We work with the bus companies and we help to publicise these services and are always available to provide advice, should we be contacted by educational institutions. We are also committed to working with partners to improve the bus services that are available. The responsibility for developing the bus network across the County is now the responsibility of the Combined Authority, the Cambridgeshire and Peterborough Combined Authority, having taken over the powers of transport authority for this area just over a year ago and we have assisted them in developing their strategic bus strategy that will be published later on this year.</p> <p>Whilst I fully understand all the points that you raise Mr Carpen, I therefore suggest it is more appropriate that you raise these questions with the Combined Authority, who I am sure would be able to add and further assist in the points that I have already made.</p>
	Supplementary Question from:	Question to:	Question
	Mr Antony Carpen	Councillor Steve Count	<p>So I guess this is my appeal to all councillors, given the relatively new structures that we've got with the Mayor and the Combined Authority, for you to act as champions for those young people. Because I'm still trying to get my head around who has what responsibilities and I follow many of you around more than is sensible. So how someone who is 16, 17, just left school and has to try and figure out who does what – I</p>

			actually think there's a responsibility of all of you who've got a much better understanding of who does what and how the systems and processes function, for you to actually step forward and help them. I'll leave it there. Thank you.
	Response from:	Response to:	Response
	Councillor Steve Count	Mr Antony Carpen	The one thing I can say to that Mr Carpen is really we're all elected councillors here in this room, in this chamber, and we're all here to help residents. So when you come into contact with any specific pupil, parent, school, institution that has an issue that you need resolving, contact your local councillor and we will discover for you the route that we can use best to try and facilitate whatever the issue is. That's why we're all here. Thank you.
No.	Question from:	Question to:	Question
2.	Ms Ysanne Heald Friends of Milton Road Library (FMRL)	Councillor Josh Schumann Chairman of Commercial and Investment Committee	Good morning. As a friend of Milton Road Library (FMRL), I join my fellow members in eager anticipation of our new local library and community facility and I thank you all for enabling this to happen. It is situated at the corner of Milton Road and Ascham Road in the heart of West Chesterton, close to nurseries and schools and surrounded by enthusiastic residents. The Friends have worked with the local community to engage enthusiasm and excitement while awaiting our new library. From the start we have worked effectively with councillors and residents to listen to what people want and worked successfully with county officers and contractors to shape the build of what will be there to offer. We are now considering internal facilities to maximise use for flexible all-age library and community use. Earlier this month we worked with the local school, Milton Road Primary School, to deliver the Art of Reading project. All 420 children in the school were involved in this, working with local volunteers and artists to create the beautiful hoarding and I encourage you to go down Milton Road to see that. This was generated through the Friends of Milton Road Library and money for this was raised through local businesses, parents, local schools, residents and thanks to a City Council grant. It was true community engagement. I've no doubt that this fantastic facility will be a great community hit. The friends are preparing for a new generation of library users, who will be able to access books, the internet, listen to talks, study, watch films, get involved in arts and culture; opportunities for all in one hub. We are planning for now and generations to come and catering for young and old. This building is due to open in about ten months' time and I seek security that this will stand the test of time and be a public asset for all generations to come. With financial pressures public amenities

			<p>sometimes suffer, but we have been heartened working with the experienced county officers on the long-term ambitions that we share for this library. There was local concern about the physical change of the library where the old single-storey library, which was much loved by many, had to be replaced with a library on the ground floor and market rentable flats above. Residents were assured that this revenue-generating development would keep the library open for generations to come and that was the way of securing its long term future. Since this development was approved and we've worked on this, we now understand, although we weren't officially told, that the land on which the library is being built has now been transferred to a company called 'This Land Ltd', which we understand is a wholly owned subsidiary of the County Council, but appears to have no official public scrutiny.</p> <p>The FMRL understand that the length of lease from This Land to the County Council for the Milton Road Library and Community Centre use is 25 years. What is the justification for the lease being so short?</p>
	Response from:	Response to:	Response
	Councillor Josh Schumann Chairman of Commercial and Investment Committee	Ms Ysanne Heald Friends of Milton Road Library (FMRL)	<p>Thank you Chairman and thank you Ms Heald for your question and thank you and the Friends of Milton Road Library for all your hard work. I'm sure all Members will join me in thanking you for what you do. And may I provide the following response.</p> <p>The lease term was agreed via negotiation with This Land (the landlord) and was considered to be a reasonable period for the Council given service needs may change over time. The lease has a statutory protection of Part 2 of the Landlord and Tenant Act 1954: therefore the Tenant (in this case Cambridgeshire County Council) has the automatic right to renew that tenancy term which can only be opposed on certain grounds by the landlord. Additionally, the Council wholly owns the landlord and consequently has a great deal of influence in any future agreement.</p>
	Supplementary Question from:	Question to:	Question
	Ms Ysanne Heald Friends of Milton Road Library (FMRL)	Councillor Josh Schumann Chairman of Commercial and Investment	<p>Thank you for the clarification. I think we're all still a little concerned about the exact details of this and just curious why it's only 25 years as most leases at least seem to be as a minimum of 99 and that is what we have been advised by other people involved in this kind of world. So 25 seems unduly short sighted. We understand that the building being constructed on the site of Milton Road will be leased to the County Council and</p>

		Committee	you've just confirmed that. Is it possible to understand in more detail what are the heads of terms for this lease and has any covenant been put on the title restricting it in any way and if so, is there way of finding the wording for the covenant of this lease which would secure the public? Thank you.
	Response from:	Response to:	Response
	Ms Ysanne Heald Friends of Milton Road Library (FMRL)	Councillor Josh Schumann Chairman of Commercial and Investment Committee	May I commit myself Ms Heald to speaking with the Managing Director of 'This Land' and providing more information to you and the Friends of Milton Road Library about the negotiations? Some of the information may be commercially sensitive but anything we can publish and any information we can provide to you we'll certainly do so. And I'm sure that the negotiations and the information around those will probably explain further why the service has requested that length of lease as much as the landlord has requested that length of lease and I will commit to doing that after the Council has broadcast the meeting.

COUNTY COUNCIL – 17TH JULY 2018

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY AND OVERVIEW & SCRUTINY COMMITTEE - QUESTIONS UNDER COUNCIL PROCEDURE RULE 9.1

Questions to the Council's Appointee on the Combined Authority – Councillor Steve Count

Question from Councillor Nichola Harrison

[Reference – page 13 of the Council agenda]

At the Combined Authority Board meeting on 30th May, Councillor Count supported the Mayor's proposal to pause key elements of the Greater Cambridge Partnership's (GCP) transport programme, a move opposed by the two GCP partners, the City Council and South Cambs Council. Would Councillor Count assure me that in future he will use his influence and his vote to enable the GCP to resume work on all the paused projects?

Response from Councillor Count

First part inaudible as microphone not on. The following text in italics was obtained from the script provided by Councillor Count. Councillor Harrison thank you for your question, The purpose of the pause was to determine whether all of GCP's current work programme, which due to gateway funding mechanisms is short term in nature . .

Recording starts hereis aligned to more emerging strategic long term aims of the transport authority, which is of course the Combined Authority. That pause has enabled workshops to take place to examine more detailed proposals, for example those projects which include tunneling in Cambridge City which the Mayor has been promoting since before his election and the Cam Metro. Those workshops have demonstrated there is a good deal of alignment, but also areas where incompatibilities mean further work is needed.

The final stages of this work are still to conclude and County officers are working hard with the Combined Authority on these points. It is intended that the results of this work will be reported to the Combined Authority Board at the end of this month.

I'm sorry, I cannot agree to use my influence and vote to resume work on all of the paused projects as you request. For example, one area of outstanding contention is congestion charging which the Liberal Democrats are intent on driving forward. I am fully of the opinion that this is wrong at the present time and should not be pursued until all other options are exhausted. For the Liberal Democrats to force people off the road through taxation before an acceptable alternative public transport system is in place is folly. This will unfairly impact on the lowest paid in our society. So instead of agreeing with your plans, which disproportionately affect the most financially in disadvantage, I instead ask that you use your influence and your vote within the Liberal Democrat group to get them to abandon their plans to introduce congestion charging in Cambridge.

Councillor Harrison

Well! I mean what an extraordinary outburst and what a revealing answer. Much more interesting than I would have thought it would have been actually. An outburst against a party policy that doesn't exist. Of course everybody in this chamber and many other places in the county know that

I personally have been a proponent of road pricing because of the enormous benefits that it can bring to the very poorest in our society amongst others and for society as a whole, but this is not a party policy and so I think Councillor Count yet again shows his willingness really to abuse the processes of this debating chamber, to imply and infer things that are not true. Nevertheless he will find me continuing to champion this idea, but I think most revealing of all is that he is so clearly sided, isn't he, with the Mayor. So clearly sided with the broader geography of the Mayoral – of the Combined Authority - against the interests of the GCP. That is very revealing. Thanks ever so much for the answer.

Councillor Count

Thank you Madam Chairman. I think I can elucidate on part of this at least. I mean the only Liberal Democrat on the Combined Authority Board is Bridget Smith, the Leader of South Cambridgeshire, and she lambasted me for opposing congestion charging. So excuse me for assuming that the Liberal Democrat, spokesperson, representative, actually represented Liberal Democrat views.

Member from the Floor

I wish to raise a point of order.

Chairman

Quickly . . .

Member from the Floor

Well I'll take as long as it takes to raise the point of order. Chairman, earlier on in this meeting we were prevented from discussing comments made by Councillor Bates, who actually belongs to this authority, so how come Councillor Count gets to make comments about Councillor Bridget Smith who doesn't belong to this authority, in this chamber? It seems to be double standards Chairman. Double standards.

Chairman

I was actually trying to calm it all down. We are moving on . . .

Response from Councillor Count:

The Mayoral Interim Strategy provides a compelling vision for the future of transport in our area.

It was the right decision to review all transport projects and substantial progress has been made over the last two months.

A further report will be going to the Combined Authority Board in July and I expect that it will say that we now have:

- confidence that all transport projects are being joined up and being brought forward consistently with our long term transport vision
- financial savings that can be achieved on temporary arrangements that can be used in advance of long term transport solutions
- identified substantial opportunities to accelerate delivery through better programme management, closer working with Government, and up front funding – typically saving at least 24 months on every project.

Question from Councillor Anna Bradnam

[Reference – page 13 of the Council agenda]

Please could the Leader of the Council explain what he thinks the impact will be on the local councils, who are in the process of managing complex planning applications, of the Mayor's Interim Transport Statement, which asked for a pause on all work relating to busways and park and ride sites. South Cambridgeshire District Council are in complex negotiations regarding a large development in Waterbeach. Such negotiations must be based on a valid local transport plan, and our current local transport plan, agreed by the Mayor and Combined Authority only last year, is based on much improved bus access to the city using park and ride and bus schemes. There are no proposals as far as I know for the Cam Metro to serve the new development at Waterbeach. Without the improved bus service in the current local transport plan, how does the mayor propose to ensure that there is high quality public transport from Waterbeach into Cambridge?

Response from Councillor Count

Thank you Councillor Bradnam for the question. I'm pleased to inform you that much of the work to date has determined how these things will be fully aligned. The resultant paper comes out the end of the month and all areas will be fleshed out more fully. I would hope that you agree that desire for a world class public transport system can allow for a small pause now, particularly if that can be recovered later on.

This pause is temporary by nature, and a number of positives from that workshop are already emerging, such as accelerated delivery in some cases and defined savings to the works programme. With regards to specific proposals, there is a valid transport plan in place and our officers, our highways officers, are perfectly situated to offer highways advice to planning teams, departments and committees on any potential adjustments and their results in the short, medium and longer term.

I appreciate that when anyone looks at a piece of paper involving a housing infrastructure large scale development you imagine the results of that housing as a finished product, x thousand houses, and look at the shortfall in the present day infrastructure and therefore have serious concerns. However it takes decades to build these complex sites, so our officers can provide much more nuanced and not knee jerk reactions to these changes over where the matching comes over a period of time. And that can lead to statutory – obviously we have a right to statutory consultee comments – on what level of housing is and is not appropriate with the infrastructure in place at any point in time. Now thankfully we now have a Mayor, a Combined Authority and £600 million pounds to start to address the current shortfall. Something which I may wish to remind, the Liberal Democrats voted repeatedly against.

Councillor Bradnam

Thank you. I think my observation about that is that you've said that we tend to look at these projects as a finished product, but of course we who experience every day the problems of the A10 between Ely and Cambridge, and indeed further north from there, know that the A10 is currently already at capacity and even the initial study done by this County Council identified that the A10 is already at capacity, certainly at certain times of day. I think our major concern was simply that the delay might actually cause the local plan inspector to reconsider whether our local plan was going to be sound or not, and that was our concern; that the delay might actually cause a delay or a stopping of our local plan being adopted.

Response from Councillor Count

Very simply at the end of the day, this delay is not about taking away public transport options for the future, or somehow harming the work that's in progress. This is actually about having a vision to deliver a much better solution in the short, medium and longer term. And those officers from the GCP, from the Combined Authority, from the County Council are all sitting together matching up the timescales against the delivery scales for all of the different proposals, to see which route gets us to the best system in the most appropriate time. Now I think the total time delay is about six weeks or something by the end of the month – it may be slightly different to that. So taking that time to pause and make sure that they're all correct I think is the right thing to do. But at the end of the day the Combined Authority, the Mayor, the County Council, all of us actually have to deliver those transport solutions. Nobody's saying let's diminish this, let's take away what's already done. People are saying actually, how do we get the very best for this area and how do we go about that. I think you would be pleased to know that, you know, the officers have worked very, very hard at delivering the right outcomes and by the end of this month you'll be able to fully read it and then we can all take some comfort from the direction of travel.

Question to the Council's Appointee on the Combined Authority Overview and Scrutiny Committee – Councillor Lucy Nethsingha

Question from Councillor Peter Downes

[Reference – page 18 of the Council agenda]

Thank you very much. I note from the Minutes on page 17 that Councillor Nethsingha has been elected as Chairman of the Scrutiny Panel. Congratulations and thank you for being willing to take that on. I know from personal experience that being a scrutiny chairman is not an easy task, but thank you for being willing. My question is this.

What barriers, if any, does the scrutiny committee face in trying to hold the mayor and the Combined Authority to account?

Response from Councillor Nethsingha

Having been on the Combined Authority Scrutiny Committee for the past year I believe there are some very significant concerns about how scrutiny is working, which relate to the way in which the Combined Authority itself is working. One of the most crucial requirements for a strong and robust scrutiny is clear lines of responsibility and transparent papers. The regular changes to the portfolio holders over the past year has made holding Combined Authority members accountable for the work and direction of the Combined Authority extremely difficult. The Committee invited the portfolio members to come to the Committee to discuss their areas of responsibility during the past year, but the level of detail portfolio holders were able to answer on and were able to give was very disappointing. I will say that Councillor Count is an honourable exception in this concern as he has remained the portfolio holder for finance during the year and he did bring detailed papers for the Scrutiny Committee to examine. Some of the changes to portfolio holders have been as a result of outside changes outside the control of the mayor, but the mayor himself has also moved portfolio holders around with little or no explanation. At our last meeting we asked these questions of the mayor and he recognized our concerns and I believe that there is a paper reviewing governance coming to the next meeting of the Combined Authority. The Scrutiny Committee will examine this at its next meeting on Monday. I don't yet know whether those changes, whether the changes being proposed, will improve the situation and I have some concerns about whether they will in fact make it even less clear who is responsible for what in the Combined Authority but it is certainly the case that the current situation has been very unsatisfactory. There have also been and continue to be issues about the level of detail in the papers presented to the scrutiny committee and in particular the clarity of the financial papers. The medium term financial plan

presented to the scrutiny committee at our last meeting was very unclear about which **of the** projects which the Combined Authority has ambitions to take forward actually have funding and which ones are simply aspirations. The 20/30 vision is also unclear about where funding for many of the proposals is coming from and how much of the funding is Combined Authority money (*out of time*).

Supplementary question from Councillor Downes

My supplementary is about the Minister for Local Government, the aptly named James Brokenshire. He has written to the Combined Authority to request that the Mayor works in partnership with all members and partner organisations within the Combined Authority area. Will the Scrutiny Committee be investigating the quality of partnership working in the Combined Authority?

Response from Councillor Nethsingha

Thank you. I had been going to go on to talk about the meeting at which other councillors had failed to turn up and the fact that although that was an unfortunate event, in that during the past year, most of the time councillors from across different parties have worked together very well on scrutiny and I hope that that will continue. I think that the letter from James Brokenshire is very interesting and very important and I hope that it will have been taken seriously by the Mayor and the Combined Authority. There was a worrying implied threat in that letter from the Minister to say that the money that has been promised to the Greater Cambridge Partnership is not guaranteed and that fighting between different groups could lead to the loss of that very significant funding for Cambridgeshire. I'm sure that the Combined Authority Committee, the Scrutiny Committee, will be taking a very close interest in the relationship between the Mayor, the Combined Authority, the Greater Cambridge Partnership and all the member Councils and partner organisations and will be wanting to make sure that there is true partnership working across those groups. And it was very clear at the Local Government Association that other Mayors have been working very collaboratively with their various districts and partners. I think there are some concerns about the level of collaborative working and I have to say that some of the comments made earlier in this chamber, particularly about Councillor Bridget Smith, have not reassured me. So I hope very, very much that we can get over this antagonistic feeling within the Combined Authority.

Question to the Council's Appointee on the Combined Authority Overview and Scrutiny Committee – Councillor David Connor

Question from Councillor Derek Giles

[Reference – page 13 of the Council agenda]

Following the call in by Overview and Scrutiny members regarding the Mayor's important Interim Transport Statement, can Councillor Connor explain why himself and his fellow Conservative colleagues failed to attend this very important call in meeting, thus meaning that that meeting was inquorate, and the issue not able to be debated? Does he agree with me that this apparent appalling conspiracy could bring the whole scrutiny process into disrepute?

Councillor Connor

Thank you Madam Chair. Thank you Councillor Giles for bringing this question to this Council. I will try to address your concerns. There is a statutory requirement to coordinate the transport priorities in the Combined Authority area. Next week, the Combined Authority will consider a report how this is to be done. Pending consideration of that report next week, the Combined Authority decided to put new projects on hold to ensure proper co-ordination across the whole of the Authority's area.

The Combined Authority Overview and Scrutiny Committee can call in key decisions of the Combined Authority. As Members will see from today's agenda on pages 12 and 13, this short pause was not a key decision of the Combined Authority. This matter was discussed at the Overview and Scrutiny Committee on 1 June. As Members will have seen in their Agenda packs for today's meeting, at the top of page 22, the Overview and Scrutiny Committee was advised that this was not a key decision and thus not open for call in. In the discussions held at Overview and Scrutiny on 1 June, it was clear that the majority of members of the Overview and Scrutiny accepted the advice of officers.

Nevertheless, despite there being no key decision to consider and despite the majority of the Overview and Scrutiny Committee having accepted there was no key decision to consider, an attempt was made by some Members of the Overview and Scrutiny to call this matter in. Those who pushed for the call in all knew that officers had advised that it was not a key decision and therefore was not subject to a call in. Those who again pushed for the call in also knew the majority of the Overview and Scrutiny Committee had accepted that advice. There was no possibility of a valid call in on the subject of this short pause until next week's report is considered, so it was made clear to me that the Overview and Scrutiny procedures were abused by party political purposes and I had no wish to be part of that abuse of that process. I therefore phoned officers two days before . . .

Chairman

Thank you Councillor Connor. One you're out of time and two, I think I have a point of clarification here.

Councillor Nethsingha

. . . that call in was published by the staff of the Combined Authority absolutely in line with the requirements for the Combined Authority. There was no sense that, that call in was in anyway outside the rules. It absolutely complied with the rules.

Councillor Connor

So Madam Chairman (*gap in recording*).

Councillor Giles

Thank you for that explanation, but it does then bring on the further question which (*is*) why wasn't the Independent member informed of this fact? Because he turned up in Cambridge along with two other members of the scrutiny committee who were expecting the meeting to take place. So there appears to be a considerable lack of communication throughout the organization. Can I have your assurance that you will investigate that and let me know what went wrong?

Chairman

Thank you. You have two minutes Councillor Connor only.

Response from Councillor Connor

. . . so Councillor Kindersley, wouldn't want to upset you would we? But yes. There was a Labour Councillor who also didn't turn up. But yes. We will hopefully – not hopefully it'll be non-political and we can all work together to scrutinise the mayor as best to help him.

COUNTY COUNCIL – 17 JULY 2018
WRITTEN QUESTION UNDER COUNCIL PROCEDURE RULE 9.2

1. Question from Councillor Lorna Dupre

The Oxford-MK-Cambridge England's Economic Heartland grouping has announced that it intends to create a sub-national transport body and produce a transport strategy. Given the recent very public disagreement between the Mayor and the Greater Cambridge Partnership about aligning their respective transport plans and projects, how will the county council and its representatives on the relevant bodies ensure that the England's Economic Heartland transport strategy for Cambridgeshire aligns with both the Mayor's transport strategy and the work of the GCP, and also with the residual transport responsibilities and plans of the County Council?

Response from Councillor Ian Bates
Chairman of Economy and Environment Committee and the
Council's representative on the Greater Cambridge Partnership

The County Council has worked closely with the England's Economic Heartlands Alliance since its inception over two years ago and shares its aims to address the considerable transport, economic and social challenges that are common across the Oxford, Milton Keynes and Cambridge arc corridor.

If the Alliance does create a Sub National Transport Body, part of that process will also involve producing a transport strategy. This, however, will focus on the overarching strategic infrastructure across the whole of the area covered such as East West Rail and the Oxford to Cambridge Expressway as well as broader national connections to maximise the economic potential of the area and County and Unitary Councils (in our case, the Combined Authority) will continue to have their own Local Transport Plans to cover local priorities. The key strategic objectives of the Heartlands Alliance are shared by the County Council and the Combined Authority and so building on the close working relationships that have been formed with Partners in the Alliance, we are confident that our respective transport plans are consistent and will be aligned as the new Transport Plan develops.

2. Question from Councillor van de Ven

Given the state of 'managed decline' of the County Highway network, which is reflected in the dramatic jump in numbers of pot holes reported and compensation claims made thus far in 2018, should the County Council be reviewing and increasing its network inspection schedules?

Response from Councillor Mathew Shuter
Chairman of Highways and Community Infrastructure Policy and Service Committee

Assessment of the overall condition of our roads over the past 10 years shows that they are in a broadly steady state condition, largely as a result of the extra investment that we have made. The existing situation is therefore not one of managed decline.

In common with numerous other counties, Cambridgeshire's roads suffered extensive damage following the severe winter of 2017/18. As is reflected across the country, this has resulted in the formation of an exceptional number of potholes. Council officers and Skanska colleagues have worked together closely to address this issue and significant progress has and continues to be made.

Inspections of the county's roads for dangerous defects are carried out at intervals as set out in the approved asset management policies. It is these inspections that constitute a key part of the Council's defence to third party claims. In addition to these safety inspections, the network is constantly monitored by the Local Highways Officers.

The work to address the exceptional situation following last winter has involved Local Highway Officers making an increased number of site visits. This has enabled investigation of reported potholes and marking for repair in accordance with our approved standards.

Where there are a number of potholes in close proximity, officers' work with Skanska colleagues to assess for suitability for the Dragon Patcher. This has helped the effective and efficient repair of increased numbers of potholes, especially in rural areas.

In addition to these reactive pothole repairs, the Council continues to make significant investment into planned maintenance works, in accordance with the Authority's asset management policies. It is this planned, preventative work which will help stop the formation of potholes and will continue to prevent the overall deterioration of the network.