

# ECONOMY AND ENVIRONMENT COMMITTEE



**Date: Thursday, 23 May 2019**

**Democratic and Members' Services**

Fiona McMillan  
Monitoring Officer

**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. Notification of Appointment of Chairman and Vice Chairman**

The Annual Council meeting on 14th May 2019 re-appointed Councillor Bates as the Chairman and Councillor Wotherspoon as the Vice Chairman for the Municipal Year 2019-20

**2. Apologies for absence and declarations of interest**

*Guidance on declaring interests is available at*  
<http://tinyurl.com/cc-conduct-code>

**3. Minutes 14th March 2019 Economy and Environment Committee 5 - 28**

**4. Minute Action Log update 29 - 36**

**5. Petitions and Public Questions**

**Newmarket Road Petition**

A Petition with over 400 signatures has been received asking Cambridgeshire County Council to instruct its officers to maintain holding objections to all developments on or close to Newmarket Road from the Elizabeth Way roundabout to the Wadloes / Barnwell Road

Roundabout unless the applicant can demonstrate beyond reasonable doubt using transportation and junction modelling that the proposal will neither worsen congestion nor generate any road safety problems.

<b>6.</b>	<b>The Cambridge Corridor Study</b>	<b>37 - 44</b>
<b>7.</b>	<b>Transport Scheme Development Programme</b>	<b>45 - 56</b>
<b>8.</b>	<b>Finance and Performance Report - Outturn</b>	<b>57 - 100</b>
<b>9.</b>	<b>Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels</b>	<b>101 - 156</b>
<b>10.</b>	<b>Date of Next Meeting</b>	

The Economy and Environment Committee comprises the following members:

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

Councillor David Ambrose Smith Councillor Henry Batchelor Councillor David Connor  
Councillor Ryan Fuller Councillor Noel Kavanagh Councillor Tom Sanderson Councillor  
Steven Tierney Councillor John Williams

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

Clerk Name: Rob Sanderson

Clerk Telephone: 01223 699181

Clerk Email: [rob.sanderson@cambridgeshire.gov.uk](mailto:rob.sanderson@cambridgeshire.gov.uk)

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encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens. These arrangements operate in accordance with a protocol agreed by the Chairman of the Council and political Group Leaders which can be accessed via the following link or made available on request: <http://tinyurl.com/ccc-film-record>.

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting the Democratic Services Officer no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution <https://tinyurl.com/ProcedureRules>.

The Council does not guarantee the provision of car parking on the Shire Hall site and you will need to use nearby public car parks <http://tinyurl.com/ccc-carpark> or public transport.



**ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES**

**Date:** Thursday, 14<sup>th</sup> March 2019

**Time:** 10.00 a.m. to 12.40 a.m.

**Present:** Councillors: I Bates (Chairman), D Connor, L Harford (substituting for Councillor Ambrose Smith) D Jenkins (Substituting for Councillor Batchelor), N Kavanagh, T Sanderson (substitute for D Giles), S Tierney J Williams, and T Wotherspoon (Vice- Chairman)

**Apologies:** Councillors D Ambrose-Smith, H Batchelor, R Fuller and D Giles

**217. DECLARATIONS OF INTEREST**

Councillor Bates declared a non-statutory (non-prejudicial) disclosable interest as a member of both the East West Rail Consortium and as a member of the Greater Cambridge Partnership.

Councillor Kavanagh declared a non-statutory (non-prejudicial) disclosable interest as a member of the Greater Cambridge Partnership.

Councillor Williams declared a non-statutory (non-prejudicial) disclosable interest as a member of the Greater Cambridge Partnership and as Cabinet Member for South Cambridgeshire District Council.

Councillor Wotherspoon declared a non-statutory (non-prejudicial) disclosable interest as the Chairman of the Greater Cambridge Partnership.

Councillor Kindersley declared a non-statutory (non-prejudicial) disclosable interest as the Chairman of the Cambridge Bedford Rail Road Lobby Group

**218. MINUTES**

With an amendment on Minute 212 'Extending the funding on Contractual Bus services to the end of 2019-20 Financial Year' to change the word 'existing bus services' to read 'existing bus services' the minutes of the meeting held on 7<sup>th</sup> February 2019 were agreed as a correct record.

**219. MINUTE ACTION LOG**

With the above update noted in the reference in the Minutes Action Log, the log was noted.

**220. PETITIONS AND PUBLIC QUESTIONS / REQUESTS TO SPEAK**

No petitions were received by the deadline. Public questions and requests to speak were all in relation to the next agenda item and were taken in the subsequent discussion.

## **221. EAST WEST RAIL COMPANY CONSULTATION ON OPTIONS BETWEEN BEDFORD AND CAMBRIDGE**

The East West Rail Consortium formed in 1995 includes the County Council, South Cambridgeshire and Huntingdonshire District Councils as Members with the detail of its history as set out in the report. On 28<sup>th</sup> January 2019, the East West Rail (EWR) Company launched a consultation on options for a new railway line between Bedford and Cambridge. The consultation set out five potential route options, all of which were in a broad route corridor between Bedford and Cambridge via Sandy. The five route options were shown in Figure A1 in Appendix A to the report. To help with identification, colour versions of pages 33 and 37 were tabled at the meeting. It included a detailed commentary on the key impacts and issues raised by the route options. Set out in Appendix B for the Committee's consideration was a draft response to the consultation.

In considering the response to the recommendations, officers had used the following broad points of principle to inform the proposed County Council response to the consultation:

- That the Council strongly supports the delivery of the EWR central section.
- That the Council wishes to see a route that:
  - provides fast connectivity between the East of England and Central, Southern and Western England; and
  - supports housing and economic growth planned in the Oxford to Cambridge arc.
- That the EWR central section should not duplicate already planned capacity to provide for the transport demand from planned housing and economic growth, and should deliver capacity and that allows for additional growth consistent with national and local policy.

The strategic case for the route highlighted the significant imbalance between supply and demand for housing in the Greater Cambridge area. Along with other interventions as detailed in the report the EWR central section was expected to help correct this imbalance.

The report detailed the different transport characteristics of the five route options with more detailed commentary provided in paragraphs 11 to 39 of Appendix A to the report with Table 1 setting out the costs, transport benefits and journey times for the following five route options presented.

### **Option A**

*(Bedford South – Sandy – Bassingbourn)*

### **Option B**

*(Bedford South – St Neots south / Tempsford / Sandy north – Cambourne)*

### **Option C**

*(Bedford South – Tempsford – Sandy – Bassingbourn)*

**Option D**

*(Bedford Midland – Tempsford – Sandy – Bassingbourn)*

**Option E**

*(Bedford Midland – St Neots south / Tempsford – Cambourne)*

Of the five route options presented, the officers analysis in respect to the Government's Green book requirements was that while none of the options provided good values for money on a narrow interpretation of cost- benefit analysis with no metrics having been provided on the business case for any of the options, Option A was the cheapest and would provide the lowest journey times between Oxford and Cambridge. Option A would also provide for development in the Bassingbourn area, should such development be considered acceptable. Option B was more expensive than Option A and had longer journey times for the same level of assessed transport benefits. Option E was significantly more expensive than all of the other options, and had only marginally higher assessed benefits than Options A and B. Journey times were almost as long as for Option D. Officers view was that that Options B and E would be competing with the A428 Black Cat to Caxton Gibbet scheme and the Cambourne to Cambridge scheme. The additional cost of Options B and E via Cambourne compared to Option A via Bassingbourn were considered to be significantly greater than the cost of the GCP's Cambourne to Cambridge scheme.

For the reasons listed in paragraph 3.10 of the report, officers recommended that Option A via Bedford, Sandy and Bassingbourn should be the Councils preferred route option. None of the options had formal status at the current time.

As the route options were currently defined as broad corridors, it was not possible to assess in detail the impact of the routes on local communities and the environment in detail. The Technical Report accompanying the consultation stated that "Route alignments would be developed to avoid direct impacts on significant environmental features" with paragraphs 40 to 57 of Appendix A to the report providing more detail on the issues setting out the further requirements of the Council in relation to them as the EWR Company took forward the development of the central section.

The consultation also asked for views on whether the EWR Company was right to focus on routes that entered Cambridge from the south. Paragraphs 17 and 18 of Appendix A to this report set out why officers recommended that the Council confirm that it agreed that the EWR central section should enter Cambridge from the south.

The following speakers contributed to the debate and are summarised in the appendix to these minutes:

- Councillor Alex Hirtzel speaking on behalf of Bassingbourn Cum Kneesworth Parish Council.
- Councillor Nigel Strudwick representing Whaddon Parish Council
- Councillor Doctor Roger James representing Meldreth Parish Council
- Michelle Howchin speaking on behalf of St Neots Residents
- Councillor Mandy Smith Local Councillor For Papworth And Swavesey
- Councillor Van De Ven Local Member Melbourn And Bassingbourn
- Cllr Sebastian Kindersley the Chairman of the Cambridge Bedford Rail Road Lobby Group

A written submission from Mr Mike Tarbit, bsc. Phd was circulated to the Committee in advance of the meeting with copies available at the meeting and is also summarised as part of the appendix.

Having listened and considered the submissions made, the Committee debated the report. Those with concerns regarding the recommendation on Option A made the following points:

- several Members considered that the consultation had been unsatisfactory and required a greater degree of honesty on where the houses would be located and therefore could not support the recommendations. The suggestion was made that they had no right to consult on new communities.
- The need to look at all routes again in more detail.
- It was suggested that a report of this nature should have a workshop in advance to help Members with the details.
- Once the route was agreed, this would put pressure local councils to build the number of houses, even if not supported by local employment.
- The way the report was written suggested that the figure of the number of houses was what would be required to support a railway link and implied most people would be commuters.
- Road closures was an issue of concern with no detail provided.
- Houses should not be built that would just serve for commuters to travel to London.
- The paper had been written with an East West Rail Company slant rather than what was best for Cambridgeshire.
- Some members disagreed with the assertion that some of the routes would be in competition with the A428 as they were different transport passenger carriers.
- One Member suggested the emphasis should be looking east of Sandy.
- St Neots and Cambourne required better transport links.
- Concern was expressed regarding blocking rights of way. One Member on this issue suggested he would like to see the cost of Option A include costings for underpasses so rights of way were not blocked. In response the officers suggested there would be the opportunity to have parallel rights of way provision like had been undertaken with the Guided busway. It had been raised so that the East West Rail Company was aware of the need for early engagement as it was easier to construct bridges / underpasses on a new railway line than on existing rail lines.
- The press release in advance of the meeting had been premature.

Those in favour supported Option A as the best option and in respect of the need for improved transport links. The point was made that the old Bedford-Sandy rail route could not be revived as a great deal of development had been built over parts of the original route in the intervening years.

General points made in the discussion included:



- Disappointment being expressed that the trains proposed had been down-graded from electric to diesel hybrid.
- That this was only a consultation by the East West Rail Company and that the County Council was not the decision maker.
- Highlighting that Central Government in making a decision would look at the wider strategic benefits for the region and not just a cost benefit analysis of any finally agreed route in isolation.
- That with reference to the Council's experience with the ongoing Anglia level crossing closures programme by Network Rail, officers considered that they should highlight to the East West Rail Company the risk issues in this area and need for engagement at this early stage, to help minimise the risks of objections from the Council at a later stage.
- That new settlements were strongly revenue negative for local authorities with the Vice Chairman already having made representations with regard to the Waterbeach development that Government needed to look to providing £1 billion of infrastructure cost for every 10,000 houses.
- Requesting more information regarding the stop at St Neots station. In reply officers clarified that the East West Rail Company had not looked at any options to use the existing St Neots station. Cambridge to St Neots would be well served for transport by the busway and A428 improvements. Improving rail links through St Neots would be a Government decision in terms of whether it met their objectives for new communities, as while additional lines could be physically provided, it would have a significant cost implication.

Following consideration of the comments received from the public, parish councillors and county councillors and the extensive discussions undertaken, as there was a divergence of views within the Committee, the Chairman took individual votes on each recommendation.

It was resolved:

- a) Unanimously to confirm the Council's strong support for the delivery of East West Rail central section.
- b) By a majority to support Option A via Bedford South, Sandy and Bassingbourn as the Council's preferred option
- c) By a majority to confirm that the Council agrees that the central section should enter Cambridge from the south.
- d) Unanimously to confirm the vital importance of the early delivery of Cambridge South station and four tracking between Cambridge Station and the Shepreth Branch junction.
- e) Unanimously that a summary of the comments made at the meeting should be included as part of the final response to the consultation.

- f) Unanimously to delegate to Executive Director Place and Economy in consultation with the Chairman of the Economy and Environment Committee, the authority to make minor changes to the response; and
- g) Unanimously to confirm the Council's strong support for the development and delivery of the East West Rail eastern section.

## **222. NORTH EAST CAMBRIDGE ACTION PLAN - ISSUES AND OPTIONS – CONSULTATION 2**

Councillor Williams declared a disclosable interest in this report as a Cabinet member on South Cambridgeshire District Council who were to make an announcement later that day and took no part in the discussion of the item.

The report asked the Committee to consider the key issues arising from the consultation on the North East Cambridge Area Action Plan (AAP) – Issues and Options 2 report and endorse the response set out in Appendix 2 which had been provided separately from the main despatch agenda with spare copies made available at the meeting.

The North East Cambridge (NEC) site was located between the A14 and Chesterton containing one of the last remaining substantial brownfield sites in Cambridge, referred to as Cambridge Northern Fringe East, (CNFE), as well as the Cambridge Science Park.

The report included a series of questions seeking views from the community and stakeholders. Consultation commenced 11 February 2019 and was due to close on 25 March 2019. This was the second Issues and Options consultation for the area. The first, held in December 2014 was referred to as Cambridge Northern Fringe East. E&E Committee endorsed the County Council response to the first consultation in March 2015. Following the first Issues & Options consultation in December 2014, work on the AAP was paused to consider the way forward, and whilst the Councils' Local Plans were progressed. In the following years, there had been a number of significant developments in particular, submission of a successful bid to Government for the Housing Infrastructure Fund (HIF) to relocate the Water Recycling Centre off-site, the delivery of Cambridge North Railway Station with Guided Busway link, and completion of the Ely to Cambridge Transport Study.

The Council strongly supports the vision for NEC having delivered the extension to the Cambridgeshire Guided Busway, and been involved in the delivery of the new Cambridge North railway station both infrastructure providing sustainable transport links for the development of the area.

Officers broadly supported the policies of the AAP although a number of responses to the questions were subject to further detail as set out in the report including:-

- The transport study is currently being undertaken including establishing a highway trip budget. As this work had not yet concluded officers considered it premature to give too much commentary on some of the questions.
- Primary school and early year's provision would be needed on site, to be

informed by the number of dwellings and housing mix. The scale of required provision could only be given once more detail was known.

As a result of the announcement of the successful Housing Infrastructure Bid (HIF) bid the previous day, there would be a need to make some minor textual changes to the response.

The local Member for Chesterton raised two issues one strategic and one divisional. On a strategic level he highlighted the need for a fast Shuttle Train Service from Cambridge North to the South to help minimise the use of cars. He also raised the issue of the closure of the Fen Road rail crossing which during the rush hour could close for up to half an hour in the hour. He highlighted the need for an alternative access point to be provided at the other end of Fen Road to allow commuters to exit the site to help avoid more social isolation and friction between different communities living in the area. The local community of Chesterton Fen had made it known that they did not wish to be included in the AAP with many having signed a petition against the proposals and with the view expressed by those that spoke to the local member that they wished the status quo to remain.

Questions of clarification included the Committee asking for more precise information on the length of time the crossing was closed during peak periods to be provided outside of the meeting. It was suggested that Councillor Manning could help with this response.

In discussion:

- With reference to the last line of the response in paragraph 2.4 reading “Consideration of this matter should include the wider implications of the ongoing operation of the railheads for potential new neighbouring development including the impact of any HCV movements, dust and noise emissions” a Member suggested that with regard to the Concept Plan being revised to remove residential use from the immediate proximity of the railheads, the wording should be strengthened and should be a condition submission prior to it taking place. **Action: Officers agreed to strengthen the wording of the response in this paragraph.**
- A question was raised regarding where the water works would be potentially relocated. **Action The officer indicated she would consult with the Waste and Water team and write to the Committee outside of the meeting.** Regarding secondary school provision one member was concerned that no additional school was being proposed on site and suggested all options should be kept open. In response it was explained that there was sufficient secondary school places to meet the expected demand from the development in the surrounding area.
- On paragraph 2.20 of the response a query was raised regarding whether consideration should be given to the use / type of development. **Action Officers agreed to look at use classes.**
- A question was raised regarding how parking would be controlled on the site. Officers would be working closely with Trinity Park to ensure this was kept to a minimum and would be part of the planning consent. Currently the Ely to Cambridge Transport Study identified that 70% of employees travelled to the site

by car and that included those living nearby and therefore going forward, this needed to be reduced through restrictions on parking provision.

- Additional development should only be undertaken that severely limited vehicle parking provision if not eliminating it completely to encourage other modes of travel. One way to achieve this was to provide jobs in the vicinity of the development and through high density housing with no parking provision. Another member on the same point highlighted that high density housing required good public transport provision with bus routes being kept and not stopping at 8.00 p.m. in the evening.
- In reply to how trip management would be undertaken this would use the same principle as used at Waterbeach.
- Assurances were sought with regard to health implications and that attention would be paid to all pollution impacts and air-borne pollution and in particular, the siting of primary schools. Assurance was provided that officers would be keeping a watching brief in terms of the site and the location of the primary school. The Education Service already had noise and air pollution restrictions requirements and would ensure any location for a school was environmentally appropriate.
- The Vice Chairman highlighted the need to include all existing residents in the consultation to ensure they felt involved and did not feel isolated and that the proposals were being imposed on them. It was important that they had a voice and could contribute. The emphasis needed to be on cohesive growth.
- The Chairman queried whether the changes to the text would be minor and if it was found that more major changes were required, then they should be circulated to the whole Committee.

Following consideration of the Committee's comments and local Member contributions

It was resolved unanimously to:

- a) Approve the County Council's consultation response to the North East Cambridge Area Action Plan – Issues and Options; and
- b) Delegate to the Executive Director: Place and Economy in consultation with the Chairman and Vice-Chairman of the Committee, the authority to make any minor changes to the consultation response prior to submission and that if more significant changes were required, they should be shared with the whole Committee.

## **223. LAND NORTH WEST OF SPITTALS WAY AND ERMINE STREET GREAT STUKELY OUTLINE PLANNING APPLICATION**

This report asked the Committee to consider and endorse the officers' response to an outline planning application from Bloor Homes South Midlands and Narrowmine Properties Ltd for up to 1,000 new dwellings at Ermine Street, Great Stukeley to Huntingdonshire District Council (HDC), as the local planning authority. The officer response to the planning application consultation attached as Appendix 1, had already been submitted to HDC on the 13th December 2018 in order to meet the consultation deadline.

Issues highlighted included:

- Table 1 of the report set out the out the key infrastructure items required by the County Council.
- That in respect of the location of the primary school in relation to noise from Ermine Street, officers recommended repositioning its siting as detailed in the report with suitable crossing places and that additional information should be provided regarding both internal and external noise levels at the school, having regard to Building Bulletin and the Acoustic for Schools Design Guide (2015).
- The land offered for the primary school sites was for two forms of entry which was sufficient to meet the development but not cumulative need when including the land to the north of Ermine Street. Education had therefore requested land for three forms of entry.
- Contributions towards the expansion of the local secondary school was required to be secured as part of the Section 106 agreement.
- Due to the low density of housing the proposal was for library provision through a contribution to expand Huntingdon library rather than providing one on site.
- Agreed contribution towards Special Education Needs provision at the Alconbury Weald special school had been sought from the District Council.
- As the applicant had now addressed the issues highlighted in the report, the holding objection in respect of issues highlighted in the County's responsibilities as the lead Local Flood Authority had now been withdrawn.
- A revised full Transport Assessment should be submitted as the current traffic assessment and mitigation measures were not acceptable. As a result, a holding objection had been included in the initial response. Once the flows and modelling had been revised, a suitable package of traffic, walking and cycling mitigation measures could then be agreed.
- The Council's Definitive Map team were objecting to the application until a Public Rights of Way\_strategy was provided to the satisfaction of the Local Planning Authority and the County Council.
- Public Health, Archaeology, County Planning and Strategic Waste and Library Service had raised issues of concern which would either be addressed by way of planning condition or by working with the application to agree appropriate mitigation measures.

In discussion:

- The Vice-Chairman queried the average household size multiplier of 2.25 people per dwelling in paragraph 2.12 on page 78 when the figure in the explanatory note on page 79 gave an increase in population of 3591 which in his calculation only gave a multiplier of 2. It was explained that 2.25 was HDC's multiplier, while the Council may have used a higher one.
- It was suggested consideration should be given to vegetation barriers for noise pollution reduction.
- The local member for Huntingdon West referencing page 74 paragraph 1.20 that while noise levels on outdoor teaching spaces should not exceed 55Db this limit would be exceeded in the external areas and playing fields closest to Ermine Street asked about the effect on residents and their properties. In response, it was recognised that the noise issue was a challenge and developments with schools tended to be near roads for access. There was the issue of the siting of

schools to be able to serve both parts of the community. The officers felt the proposed general location was appropriate. The developers were being asked to look at the design of the school to see what mitigation could be achieved.

- Asking whether the special school provision would be from CIL or Section 106 monies, officers confirmed that the County Council had sought Section 106 contributions towards the Special Education Needs facilities.
- Some of the traffic studies undertaken had highlighted the need for crossings across the A141 and Ermine Street. In response it was indicated that signalled crossings were being proposed.
- Whether a children's centre would be included on site. In response it was explained that a community centre was being proposed which would include children centre provision
- A question was raised regarding what the access would be for the community to access local roads and the A14. In response the access proposals would be for access to Ermine Street and the A141 but that there were no proposals for the A14. **Action: More information was requested outside the meeting on the access to be provided to local roads**

It was resolved unanimously to:

- a) Endorse the response as set out in Appendix 1; and
- b) Delegate to the Executive Director - Place and Economy, in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.

## **224 KENNET GARDEN VILLAGE OUTLINE PLANNING APPLICATION CONSULTATION RESPONSE**

This report asked the Committee to consider the Council's response to an outline planning application for up to 500 new dwellings at Kennett. There had been extensive public consultation by the applicant to ensure an opportunity for everyone to express their views.

Prior to submission of the planning application, pre-application discussions were held with Council officers to determine the main issues for the development site, which included traffic movements through the site and education provisions – particularly the relationship with, and impacts on Suffolk infrastructure due to the close proximity to the county boundary.

To provide for the new children from the development, as well as those from existing Kennett homes, it has been provisionally agreed that the existing primary school in Kennett would relocate to the heart of the new development site, subject to planning permission, with good links to be provided to the existing settlement. The primary school site was large enough to allow for expansion, should there be a need to do so in future years. Officers had liaised with Suffolk County Council officers to ensure any impacts on Suffolk education infrastructure could be planned, with many children currently accommodated at Kennett primary school from Suffolk catchments.

The original report stated that the development was not proposing any bus service

improvements and was therefore subject to a holding objection as detailed in Appendix 2 of the report. A holding objection had also been raised against potential flood impacts. An oral update indicated that as a result of detailed information having been provided by East Cambridgeshire District Council the previous day, both objections had been withdrawn. Appendix 1 contained the officer response made to the outline planning application which has already been submitted in order to meet the local planning authority deadline.

Table 1 detailed the main S106 contributions sought by the Council. Officers would come back to Committee with a further report to agree the final S106 requirements. It was advised that the secondary school mitigation would need to be secured as part of the Section 106 agreement and not from Community Infrastructure Levy (CIL), as identified in the officer response. The Council's Highways section were continuing to work with the applicant to overcome highway safety and design issues. Officers would continue to liaise with the applicant and the local authority to progress the Heads of Terms for a S106 Agreement and to agree suitable planning conditions to secure the necessary infrastructure and make the development acceptable in planning terms. It was highlighted that there had been no viability discussions raised to date.

As changes were now required, it was agreed to add a delegation regarding approval to minor changes.

It was resolved unanimously to:

- a) endorse the response previously submitted to the Local Planning Authority.
- b) Delegate to the Executive Director, Place and Economy in consultation with the Chairman and Vice Chairman of the Committee, the authority to make any minor amendments to the response.

## **225. WELLCOME TRUST GENOME CAMPUS OUTLINE PLANNING APPLICATION**

The planning application for the mixed use development of the land known as Wellcome Genome Campus Development was submitted to South Cambridgeshire District Council in December 2018. This was an outline application made by Wellcome to expand the existing Wellcome Genome Campus. The purpose of this report was to update the Committee on the progress of the outline planning application and to appraise the Committee of the Council's response to the application.

Prior to and since the submission of the planning application, the County Council, the applicant and South Cambridgeshire District Council (SCDC) were holding ongoing discussions to identify and resolve issues relating to the application and in respect to the planning obligations (section 106 agreement).

Officers had reviewed the application and supporting documents and a summary of the key issues were set out in the main body of the report with detailed comments included in Appendix 2. This section sets out the key issues arising from the development.

Key issues highlighted included:

- The Council recognised that general multipliers would not produce the most likely forecasts for this site and had therefore agreed to draw a comparison with the Eddington site in Cambridge being developed by Cambridge University.
- Regarding early years provision as there were limited spaces at existing providers, the Council supported the proposal to provide early years facilities on the site.
- The pupil yield was unlikely to be sufficient to justify the provision of an on-site primary school but the impact of the development on existing schools would require mitigation as detailed in the report.
- The County Council supported the view that there was no need for a new secondary school on site. However, proportionate contributions towards a one form of entry expansion to Sawston Village College was required to mitigate the impact of this development.
- Regarding transport, a holding objection was recommended as there were a number of issues identified primarily concerning the development mix, trip generation, internalisation of trips, accident data and mode share as well as a number of outstanding issues concerning the site strategy, off-site improvements and parameter plans which required to be addressed.
- There was a requirement for a “Detailed Waste Management and Minimisation Plan”
- An objection to the generic mitigation strategy for archaeology had been registered for the reasons detailed in the report.
- A request for funding through section 106 contributions has been made to secure early intervention and preventative services in order to support new residents in the community.
- A library facility should be located in a shared building with partner services. Other service providers might include information and advice services, health services, adult learning services and Children’s Centres.
- The detailed review and recommendations regarding public health were contained in Appendix 2.
- Officers were working with the applicant and SCDC to progress the Heads of Terms for a Section 106 Agreement to secure the necessary infrastructure required in planning terms with the table in the report providing a schedule of the planning obligations that were currently proposed and considered necessary to mitigate the impact of the development.

In discussion issues raised and responded to included:

- On a question on how primary children would travel to school it was explained that site was within statutory distances to the nearest schools and therefore no school transport was required, but officers would be looking for sustainable walking and cycling routes.
- A request to remove the derogatory name for Cambourne from the response.
- In reply to when the bio-medic centre would be going forward to South Cambridgeshire District Council Planning Committee it would be in the next month.
- The Vice Chairman asked for and received the approval of the Committee to represent the County Council at the District Council Planning Committee.

It was resolved unanimously to:



- a) Approve the Council's comments on the planning application and delegate to the Executive Director (Place and Economy) in consultation with the Chairman and Vice Chairman of the Committee the authority to conclude negotiations on the section 106 agreement; and
- b) Delegate to the Executive Director (Place and Economy) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the Council's response in Appendix 2.

## **226 CONNECTING CAMBRIDGESHIRE PROGRAMME FULL FIBRE TARGET**

This report sought approval to the proposed approach and target for “full fibre” to support better digital connectivity for Cambridgeshire.

In March 2017, this Committee approved the “Connectivity Blueprint” for the County and in August 2018 endorsed an expansion of the Programme and approved a partnership approach with the Cambridgeshire and Peterborough Combined Authority (CPCA) to support new targets for mobile and full fibre coverage. This included endorsing the expansion of a threefold increase in the full fibre footprint coverage target for Cambridgeshire and Peterborough to take coverage to just over 12% by the end of 2022. (In line with the UK average)

Following on from the publication of the ‘Future Telecoms Infrastructure Review ‘(FTIR), the Government had set a revised target of achieving almost 50% (15m premises) full fibre coverage across the UK by 2025, with ubiquitous coverage by 2033. As by January 2019 the full fibre coverage for Cambridgeshire and Peterborough had risen to 8.29%, (compared to the England coverage of 5.69%) the report detailed the initiative to be undertaken in the next four years to help facilitate a further increase in fibre coverage across the County. The report proposed an increased target from 12% to 30% following successful funding bids to the Department of Rural Affairs (DEFRA) Rural Broadband Scheme and the Local Fibre Network Programme (LFNN) which would enable such an expansion within the budget available. The aim was to enable fibre upgrades to over 100 public sector sites focussing on the more rural locations across Huntingdonshire, Fenland and East Cambridgeshire.

The report also provided detail of the LFFN Public Sector Assets Re-use (PSAR) bid which focused on the development of the Council's fibre duct assets in the Northern and Southern sections of the busway. It includes plans to link and extend the ducts in the busway by deploying additional fibre ducting and access chambers as part of the Chisholm Trail and the Linton Greenway walking and cycling scheme to provide a 40km fibre corridor from St. Ives to Linton.

A report outlining more detail about the proposed collaboration with the University of Cambridge was to be considered by the Council's Commercial and Investment Committee, with a recommendation to proceed with the establishment of a joint venture arrangement for the commercial development of the Council's fibre duct assets. Given that 90% of the cost of fibre ducting was associated with retrofitting, deploying ducting as part of transport infrastructure schemes would significantly lower cost, minimise

disruption and potential damage to new roads/pathways associated with retrofitting ducting. The report proposed incorporating to all new schemes, and existing schemes already underway fibre ducting design and deployment within the scheme design.

In discussion:

- The Member of the Committee for Whittlesey South highlighted that some villages still lacked any fibre coverage, with reference being made to the village of Benwick as an example where assurances had been provided that they would receive coverage within the agreed original work programme. **Action: The officer would provide a progress update to the member outside of the meeting.**
- While congratulating the officers on achieving 97% fibre coverage by the end of the year, one Member suggested that as the target agreed several years ago had been for 100% coverage, this could not be seen to be a success. (*Post meeting note: the target at the outset was to achieve “over 90% coverage by 2015” – which was achieved (93% by 2015). The targets were subsequently increased to exceed 95% by end of 2017 (achieved early), 97% by end of 2019 (achieved early) and over 99% by the end of 2020).*
- Another Member highlighted that with regard to the above, the Team’s success had led to high expectations and the emphasis now needed to be on eliminating ‘not spots’
- The Vice Chairman highlighted that on Page 195 paragraph 5.12 and 5.14 required some tidying up. **He would share his suggestions with the report author outside of the meeting.**
- The Chairman requested that officers prepare a list of ‘Not Spots’ including a timetable for their rectification to be circulated in due course to all county councillors and also made available to district councillors and their relevant officers. **Officer Action required.**

It was unanimously resolved to:

- a) Approve setting a new full fibre target to achieve over 30% coverage across Cambridgeshire and Peterborough by 2022, within the existing Connecting Cambridgeshire budget.
- b) Note the approach to the Government’s Local Full Fibre Network (LFFN) Programme delivery, including use of Council assets to support better connectivity.
- c) Approve the creation of a *Fibre Ducting in Transport Schemes* policy for the Council, to include design and delivery of fibre ducting in all infrastructure schemes going forward.

- d) Delegate to the Executive Director - Place & Economy in consultation with the Chairman and Vice-Chairman of the Committee, authority to finalise the detailed wording and oversight of implementation of *Fibre Ducting in Transport Schemes* policy.

## 227. FINANCE AND PERFORMANCE REPORT – JANUARY 2018

The Committee received this report in order to comment on the projected financial and Performance outturn position as at the end of January 2018.

The main issues highlighted were:

**Revenue:** The Service had started the financial year with two significant pressures for both the Coroners Services and Waste (both which came under Highways & Community Infrastructure Committee). The Place and Economy Service was now forecasting an underspend of £78K at year end.

**Capital** the forecast spend for Kings Dyke in 2018-19 had been revised down from £6m to £5.4m to reflect the contract with Keir being signed slightly later than previously assumed and the spend would now take place in the next municipal year but this did not impact on the overall scheme cost.

**Performance:** Of the eight performance indicators, three were currently red, one was amber and four were green.

The indicators currently red were:

- Local bus passenger journeys originating in the authority area.
- The average journey time per mile during the morning peak on the most congested routes
- % of Freedom of Information requests answered within 20 days.

At year-end, the current forecast was that the local bus passenger journeys and the average journey time indicators would remain red, two would be amber and four green.

In discussion comments included:

- With reference to page 205 and bus journeys originating in Cambridgeshire showing a downward trend one Member stated that in his opinion there was a direct correlation to actions taken by the County to reduce bus subsidies and was not just a national issue as suggested by the text.
- With reference to page 210 a Member queried why the text to the graph for motor traffic entering and leaving Cambridge compared to the previous year was said to be a decrease of 1% but the line was going up. This was as the figures in the graph showed it being from a minus 2 position in 2017 to a minus 1 position in 2018.

It was unanimously resolved to note the report.

**228. ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN, TRAINING PLAN AND APPOINTMENTS TO OUTSIDE BODIES, PARTNERSHIP, LIAISON AND ADVISORY GROUPS**

This report invited the Committee to review its Agenda and Training Plans which had been included as appendices to the report. The Training Plan details had not changed since the last meeting with the only training still to take place being the next days' Member Seminar on the Cambridgeshire and Peterborough Minerals and Waste Plan. There were no updates to report in respect of the agenda plan and no appointments were required to be made. The Committee was however asked to confirm the proposed cancellation of the April Committee meeting.

It was resolved

- a) To Note the Agenda Plan.
- b) To agree to the cancellation of the April reserve meeting date.

**229. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 23<sup>RD</sup> MAY 2019**

**Chairman:  
23<sup>RD</sup> MAY 2019**

## **APPENDIX MINUTE 221 - EAST WEST RAIL COMPANY CONSULTATION ON OPTIONS BETWEEN BEDFORD AND CAMBRIDGE**

### **COUNCILLOR ALEX HIRTZEL SPEAKING ON BEHALF OF BASSINGBOURN CUM KNEESWORTH PARISH COUNCIL.**

4 key objections the proposals for routes coming to Bassingbourn.

#### **The transport needs are better served geographically elsewhere.**

- the transport needs are better served by either a more northerly route, or indeed Royston
- the route is geographically too close to an existing excellent rail track that already goes into central Cambridge and London
- We believe, as currently happens, new buildings at Bassingbourn would mostly serve and attract London commuters to Royston station which is already at capacity during peak times.

#### **Further Transport Issues**

- the destructive impact on existing transport connections
- the proposed southern routes would split the area in half; its roads, its footpaths, its villages.
- Hidden costs to the local infrastructures have not been quantified : such as the undeniable need to upgrade the A1198 and the full dualling of the A505
- Bassingbourn High Street has its own serious traffic issues and around the village there are many minor roads, which link communities and must be all taken into account

#### **The Environmental Impact (Now Called Local Natural Capital)**

##### **Highlighting**

- the important sites at both the RSPB and Wimpole, which bring a connected framework of natural corridors to other smaller nature reserves which must be protected.
- Equally important were the heritage sites, in the immediate area. There were two as yet uninvestigated sites of importance, once lost, much local and wider history would be lost.
- Increased sound: due to the expensive raised rail tracks passing over the flood plain, impacted by the noise pollution the diesel hybrid trains would make.

- The Visual impact of such a huge development would mean the loss of the beautiful Cam valley area; the old villages would lose their identities, joined up by strings of poorly thought through development

#### **Fourthly the inadequate process**

East West Rail have only given the communities information a few weeks ago, not enough time, and not enough clarification of information to enable us to provide a more comprehensive response. In reply to a clarification question from a member regarding this the consultation had only been run between 28<sup>th</sup> January and 11<sup>th</sup> March.

For the above reasons, they stated there was not enough justifiable need for a second rail route into Cambridge positioned in the area.

#### **COUNCILLOR NIGEL STRUDWICK REPRESENTING WHADDON PARISH COUNCIL**

Highlighted and questioned

- that the consultation being undertaken by East West Rail was not a statutory consultation.
- The East West Rail case for routes was predicated on the decommissioning of the barracks. The Barracks at Bassingbourn were being reopened / recommissioned with more regiments being housed on site. CCC appeared to be unaware of this while local residents were aware. The decommissioning of the barracks and sale by Ministry of Defence proposal did not form part of the recently adopted South Cambridgeshire Local Plan,
- How the Council could be asked to support an option that may have no benefits for the local South Cambridgeshire community when there may not be an access point to a new railway in the area?
- The Road and rail have two different user groups and provide complementary and not competitive benefits and questioned why the Committee concerned about competition with A428 improvement schemes?

#### **COUNCILLOR DOCTOR ROGER JAMES REPRESENTING MELDRETH PARISH COUNCIL**

While participating in the consultation the core unanswered question was whether the consultation was about the route of the new railway or was it about the choice of a site for a New Town in Cambridge?

If it was about a new railway then just the Northern corridor routes B and E – which go via Cambourne - are the only contenders to serve any of the centres of population in Cambridge. If it was about the site of a New Town then was this consultation and decision process the appropriate mechanism to pre-determine this question and was it to predetermine a town. Are we simply masquerading the decision on the New Town as the choice of a railway route? They had not had a satisfactory answer from EWR Co to the question of development and the fixing of the route will have in pre-determination the choice of the New Town irrespective of any subsequent process. In the various meetings with EWR Co they do not discuss

development even though the whole scheme is critically dependent on development. They offered no information to provide an accurate 'like for like' costing including the consequential roadworks in South Cambridge a Bassingbourn development would necessitate – including dualling the routes from Bassingbourn to the A428, to the M11 and to Royston. Equally if the choice for EWR Co is to find the cheapest route this has been identified as via Hitchin and is estimated to cost just £1bn.

He reiterated the question was the consultation process designed to ask about the route of a new railway or to make a de-facto choice on the site of a New Town? If it is the former, then why are any routes other than B & E considered?

## **MICHELLE HOWCHIN REPRESENTING ST NEOTS RESIDENTS**

Speaking to gain support for the largest town in Cambridgeshire, St Neots, to be included on the new East West railway connecting Cambridge and Oxford. She indicated she was representing over 1,400 people who had signed a petition in less than two weeks and were hoping to reach 5,000 shortly.

She was not supportive of a new rail station called St Neots South, but rather was campaigning for the existing St Neots Station to be a stop on the new EWR line.

### **In support of her case she highlighted that:**

- St Neots was already the largest town in Cambridgeshire with 40,000 people and 45,000 if you include the Paxtons Making it the second largest population after Cambridge itself
- The town has extensive growth plans with 4,000 new homes and 15,000 new residents actively being planned
- The town is a strong rail commuter town with over 1.3m journeys a year
- The station is strategically placed near the industrial centres where multi-national companies are already located
- Many people walk or cycle to the station and have chosen their homes for their proximity to the current station
- And the growth plans for new housing estates and business parks are all located within close proximity of the existing station and being sold with key rail infrastructure links

She highlighted that the town felt it was being neglected and forgotten despite having some of the highest council taxes in the county. She was seeking the support of the county council to invest in St Neots by including the existing rail station as a stop along the new East West rail link. This would:

- enable people to improve their daily commutes to Cambridge, Bedford and Milton Keynes; replacing lengthy and congested road journeys.
- widen people's choice of work location and increase their mobility, swapping a London commute by rail for a more local role in Cambridgeshire or Bedfordshire
- attract businesses to invest in St Neots and put life back into empty industrial units or brown field sites
- provide much needed local employers and support the carbon reduction targets by providing local work
- reduce the traffic and congestion on the roads surrounding the town

She highlighted that if you look at a map of Cambridgeshire and draw the infrastructure which already exists connecting towns to Cambridge, there was already:

- Guided bus rail from the North via Huntingdon and St Ives
- Great Northern railway from the South via Royston, Meldreth, Foxton

Then if you overlay the map with the areas of maximum population and plans for growth it follows the spine of the A428, and therefore in their view it was apparent that the best route for serving the people of Cambridgeshire and most profitable railway would be via:

- St Neots
- Cambourne/Papworth and
- Northstowe - Where 80% growth is expected and a further 33k homes.

It does not make commercial sense or act in the best interests of the Cambridgeshire people, to support a route via Sandy or Bassingbourn.

### **Why St. Neots over Sandy or Bassingbourn?**

- Sandy has a population four times smaller than St. Neots
- Bassingbourn has a populations of 12.5 times smaller than St. Neots and is within 4 miles of the existing rail connection to Cambridge via Royston
- The previous railway connection was closed for being unprofitable due to rural small village stops, let's not make the same mistake again!
- Tempsford has a population of 600 (75 times smaller than St. Neots) and is 5 miles away
- Require extensive road infrastructure improvements between St. Neots and Tempsford
- Increase local pollution and congestion on single lane roads for people to travel to the new station
- Reliant upon train synchronised schedules and timely running for connections from St Neots station
- Increase London commute times with an additional stop (which no one wants)
- Or worst case, relocates the current St Neots Station
  - Disrupting thousands of peoples logistic plans
  - Increasing pollution as cars are required instead of walking or cycling to the station
  - Increasing costs as people need secondary cars or increase childcare, commute costs
  - Reducing the value of local housing as proximity to the station is significantly reduced
  - Reducing the attraction for St Neots companies to remain in St. Neots

In response to questions raised she explained that she had been in consultation with Councillors Barry Chapman and Councillor Paul Davies the St. Neots Parish Council Chairman. On being asked which routes they would support the answer was B and E.

### **COUNCILLOR MANDY SMITH LOCAL COUNCILLOR FOR PAPWORTH AND SWAVESEY**

She supported the report recommendations as did residents she had spoken to in her area.



## **COUNCILLOR VAN DE VEN LOCAL MEMBER MELBOURN AND BASSINGBOURN**

She opposed Route A.

Her views included:

- the question of endorsing a specific route option was at least as much about development site selection as it is about choosing where a railway line was to run.
- Expressing deep concern that the current consultation exercise was taking place outside of the statutory planning processes that existed to protect the integrity of new settlements and their accompanying infrastructure. She highlighted that it should be the Local Planning Authorities rather than a railway company leading and managing the process.
- none of the Local Plans covering the Bedford-Cambridge segment of EWR had assessed housing growth and associated infrastructure requirements on anywhere near the scale implied in EWR's proposals – a figure of 30,000 homes have been mooted.
- Flood risk and environmental assessments, have not been carried out.
- The Wildlife Trust had already shared its overwhelming concerns on the ecological impacts of all five route options.
- Development on the route that EWR decides to propose may not be viable.

### **Cost estimates**

The cost of Route A, as the so-called cheapest option, omitted

- Cost of a new Basingbourn station.
- Cost of surrounding highway and other infrastructure for the new town that is implied for Basingbourn, and for the weight of the shadow of development in surrounding communities.
- Cost of relocating the MOD site at Basingbourn Barracks.

Any planning gain for Route A may be wiped out by the need to dual the A603, the A1198, the A10, and the A505, for example.

EWR's claim of undertaking economic analysis cannot be accepted as sound, given that EWR has not published its own high growth scenarios.

### **Multi-Modal Corridors**

Adhering to the principle of multi-modal transport corridors to encourage and facilitate sustainable transport in heavily populated areas, at a time when climate change and biodiversity crises was so well understood, should be an overriding factor in weighing route options.

With reference to the stating that a rail line via Cambourne would 'compete' with capacity allowed by upgraded roads she queried that surely the goal should be for roads to be complemented by high quality public transport.

Option A ran in isolation of the multi-modal transport corridor principle. It already has a rail line, but lacks the kind of road infrastructure required for the scale of development that is implied.

Options B and E most closely adhere to a multi-modal transport corridor and sit largely within a statutory growth area subject to transport infrastructure investment.

### **Local dis-connectivity:**

The officer report highlighted that all public rights of way were potentially at risk. If a railway line was built on a no level-crossing policy and along a series of viaducts and embankments, on whichever route, it would have the effect of a wall, bringing profound **dis-connectivity** to a wide area. She highlighted that many county councillors and district councillors were involved regarding Network Rail's proposed level crossing closures last year when the council deployed very significant officer resources on the issue.

A railway project could not be properly assessed in isolation: as the proposed project had very significant impacts and consequences about which EWR has been able to provide very little detail.

On being asked which options she would support, these would be options B and E. She suggested she had not been consulted in advance on the report recommendations.

### **Cllr Sebastian Kindersley**

In his presentation he highlighted the following:

- that regarding the Bedford and Cambridge Route it was far too early for an organisation to be making recommendations.
- that East West Rail link was required to be built as soon as possible to unlock land for new homes.
- Making reference to the Multi Model corridor along the A428, Option A did not provide this.
- The process fails to comply with the National Infrastructure Commission report.
- There had been no cost benefit analysis of any option. Regarding Option A there were no detailed costs provided and therefore questioned how Option A could be considered to be the most affordable.
- No environmental assessment had been undertaken taking into account either the proposed 30,000 new homes in Bassingbourn and 50,000 in a new city, Tempsford in Bedfordshire. These could not be built without massive infrastructure being provided.

- The National Trust had already objected as the proposed infrastructure would have a detrimental impact on the trusts estate however far south the route was located.
- The plans were not deliverable with Bassingbourn as the Ministry of Defence had different plans for the barracks.
- The current proposals were outside the Transport Planning framework and was not the right vehicle.
- that EWR being a DfT arm's length company was not effective
- it was too early to agree any option without cost benefit and environmental impact information.
- Option A did not provide the Multi Modal Corridor along the A428
- That without massive infrastructure and a rail link the proposed housing at Bassingbourn and Tempsford could not be built as the latter was required to unlock the necessary land.
- that while the report set out issues with the north east approach to Cambridge, it ignored problems with the southern approach.
- He asked the Committee not to express a preference for any option. He could not support recommendations B and C.

#### **WRITTEN SUBMISSION FROM MIKE TARBIT, BSC., PHD.**

He had read with astonishment, that officers were advising acceptance of the Route A option proposed by East West Rail in their project outline. He queried how can a route that was driving the construction of 30,000 houses on an undeveloped MoD site with no facilities nor infrastructure be considered as “Lowest cost”; suggesting this was specious. He suggested that it was apparent even to a lay person that the main reason the southern routes existed was actually to drive the development of those houses, not provide urgently needed transport links within the region and beyond to Oxford. The presence of this number of houses would require a greater need for infrastructure than had been delivered in any other housing development in the area in recent years. He suggested that no one could reasonably expect that a few shops and banks such as developed slowly on the Cambourne site would satisfy a development of this size. It would require new hospitals, fire services, Police stations etc., otherwise it would grossly magnify the pressure on those facilities in Cambridge. He suggested Addenbrooke’s, the Rosie and Papworth were struggling already and suggested they would not cope with an increase in their catchment of this size. Nor will this development serve the businesses of Cambridge and surrounds to any significant degree. He also suggested that most of the people dwelling here will simply drive the 3 or 4 miles to Royston station and commute into London! He queried whether it necessary to have two stations three or four miles apart, both linking to the main line north.

He also highlighted the wholly detrimental effect it would have on the rural environment, and Wimpole Hall National Trust land in particular. He suggested most local people felt that the project had been almost pre-determined.



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

This is the updated minutes action log as at 14<sup>th</sup> May 2019 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 THE 12<sup>TH</sup> APRIL 2018 COMMITTEE**

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
105.	ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT	Rob Sanderson Democratic Services / Mairead Claydon Internal Audit	a) To inform Internal Audit of the Committee's requirement that it should review the costs of the project and what lessons could be learnt and that their conclusions should be shared with this Committee.	Internal Audit were contacted on 19 <sup>th</sup> April and confirmed on 20 <sup>th</sup> April that they had already agreed (at the March Audit and Accounts Committee) to look at the Ely Bypass project as part of a review of capital budgets overspends and variations. Due to the complexity of the investigation with regard to the above project, the high level review has been delayed and instead, Internal Audit have been concentrating on the Ely Bypass.  The most recent update is that the report is scheduled to go to the 28 <sup>th</sup> May 2019 meeting of Audit and Accounts Committee.	<b>ACTION ONGOING</b>

SPECIFIC ACTIONS FROM THE 6th DECEMBER COMMITTEE MEETING 2018					
186.	TRANSPORT SCHEME DEVELOPMENT PROGRAMME - REVIEW OF SIFTING CRITERIA	Karen Kitchener / Matthew Bowles  Transport and Infrastructure	There was a request to consider within the new safety criteria air quality as part of the review.	Officers have confirmed that the further review would consider this request and include the conclusions.  The update report is included on the current agenda.	ACTION ONGOING
SPECIFIC ACTIONS FROM THE 10th JANUARY COMMITTEE MEETING 2019					
202.	FINANCE AND PERFORMANCE REPORT – NOVEMBER 2018 - FINANCING OF BIKEABILITY SCHEME	Action: / Mike Davies / Jo Shilton	It was highlighted that sponsorship funding had been obtained to fully finance the Bikeability Scheme for the forthcoming year. It was agreed that officers should co-ordinate a press release, ensuring it highlighted those officers and elected Members who had been involved.	A news release was sent to all Members and put up on the website on 16 <sup>th</sup> March as well as being sent to the local media: <a href="https://www.cambridgeshire.gov.uk/news/cambridge-assessment-donates-6-000-sponsorship-for-bikeability/">https://www.cambridgeshire.gov.uk/news/cambridge-assessment-donates-6-000-sponsorship-for-bikeability/</a>	ACTION COMPLETED
SPECIFIC ACTIONS FROM THE 7 <sup>TH</sup> FEBRUARY COMMITTEE MEETING 2019					
210.	RLW WATERBEACH NEW TOWN EAST PLANNING APPLICATION	Juliet Richardson	Councillor Bradnam raised issues regarding: <ul style="list-style-type: none"> <li>social isolation due to the first occupations being geographically separated from Waterbeach village</li> </ul>	In addition to the issues raised by Councillor Bradnam at the meeting, additional detail was provided in a subsequent e-mail to officers following the meeting.  The officer met with Councillor Bradnam on a couple of occasions to	

			<ul style="list-style-type: none"> <li>the adequacy of the Waste Water provision as Waterbeach was already close to capacity.</li> </ul>	go through some of the issues and as some involved South Cambridgeshire District Council (SCDC) non County Council matters were passed on to SCDC.	<b>ACTION COMPLETED</b>
<b>214.</b>	<b>FINANCE AND PERFORMANCE REPORT – DECEMBER 2018</b>	<b>Andy Preston</b>	One Member raised a query on page 268 on the graph titled 'Average journey time during the morning peak period' regarding why the target time line had risen between 2016-2017.	<p>The officers agreed to look into this and write to the Committee outside of the meeting.</p> <p>A response was provided on 5<sup>th</sup> March explaining the target had changed from 3.7 miles in 2015-16 to 4 miles for both 2016-17 and 2017-18. The reason for the change related to aligning the target with what was achievable, in line with general comments made at previous Committee meetings.</p>	<b>ACTION COMPLETED</b>
<b>ACTIONS FROM 14<sup>TH</sup> MARCH COMMITTEE MEETING</b>					
<b>222.</b>	<b>NORTH EAST CAMBRIDGE ACTION PLAN - ISSUES AND OPTIONS – CONSULTATION 2</b>				
	<b>a)</b> Question 2 Response paragraph 2.4 last sentence reading "Consideration of this	<b>Juliet Richardson</b>	Regarding the Concept Plan being revised to remove residential use from the immediate proximity of the railheads,		

	matter should include the wider implications of the ongoing operation of the railheads for potential new neighbouring development, including the impact of any HCV movements dust and noise emissions.		the wording should be strengthened and it should be a condition submission prior to it taking place.	Officers undertook to strengthen the wording in this paragraph as requested and was included in the response sent.	<b>ACTION COMPLETED</b>
	<b>b)</b> Water works relocation	<b>Juliet Richardson</b>	Query on where the water works would be potentially relocated	The officer indicated she would consult with the Waste and Water team and write to the Committee outside of the meeting. An e-mail response was provided outside of the meeting.	<b>ACTION COMPLETED</b>
	<b>c)</b> On paragraph 2.20 response	<b>Juliet Richardson</b>	Query regarding whether consideration should be given to the use / type of development.	Officers agreed to look at use classes. Their conclusion was that this was too detailed for this consultation but the request had been noted and sent to the steering group.	<b>ACTION COMPLETED</b>
	<b>d)</b> Delegation to Executive Director /Chairman and Vice Chairman	<b>Juliet Richardson</b>	The authority to make any minor changes to the consultation response prior to submission and that if more significant changes were required, they should be shared with the whole Committee.	This had been signed off with the Chairman and Vice Chairman prior to the response being sent. There were no significant changes.	<b>ACTION COMPLETED</b>
<b>223.</b>	<b>LAND NORTH WEST OF SPITALS WAY AND ERMINE STREET GREAT</b>				



	<b>STUKELY OUTLINE PLANNING APPLICATION</b>				
	<b>a) Access roads</b>	<b>Juliet Richardson / Colum Fitzsimmons</b>	More information was requested outside the meeting by the Chairman on the access to be provided to local roads.	David Allatt e-mailed the Chairman after the meeting on the specific question about why access was not proposed onto the old A14. The e-mail covered the reasons for this and clarified the access arrangements proposed.	<b>ACTION COMPLETED</b>
	<b>b) Delegation</b>	<b>Juliet Richardson / Colum Fitzsimmons</b>	The authority to make minor changes to the response.	Officers confirmed that no minor updates were required.	<b>ACTION COMPLETED</b>
<b>224</b>	<b>KENNET GARDEN VILLAGE OUTLINE PLANNING APPLICATION CONSULTATION RESPONSE - DELEGATION</b>	<b>Juliet Richardson</b>	Delegating to the Executive Director, Place and Economy in consultation with the Chairman and Vice Chairman of the Committee, The authority to make minor changes to the response.	The formal response which did not change was sent to East Cambridgeshire District Council on 4 <sup>th</sup> April including the suggested changes agreed at the meeting. Kennett Garden Village has now been to the local planning authority committee and approval has been granted.	<b>ACTION COMPLETED</b>
<b>225.</b>	<b>WELLCOME TRUST GENOME CAMPUS OUTLINE PLANNING APPLICATION</b>  <b>Delegation</b>	<b>Juliet Richardson / Colum Fitzsimmons</b>	Delegating to the Executive Director, Place and Economy in consultation with the Chairman and Vice Chairman of the Committee, the authority to make any minor	Officers confirmed that no minor amendments to the response were required.	<b>ACTION COMPLETED</b>

			amendments to the response.		
226.	<b>CONNECTING CAMBRIDGESHIRE PROGRAMME FULL FIBRE TARGET</b>  <b>a) villages still lacking any fibre coverage</b>	Noelle Godfrey	The Member for Whittlesey South highlighted that some villages still lacked any fibre coverage, with reference being made to the village of Benwick as an example where assurances had been provided that they would receive coverage within the agreed original work programme.	<p>The officer agreed to provide a progress update to the member outside of the meeting.</p> <p>A response was provided to Councillor Connor on 27<sup>th</sup> March and is included as appendix 1 to this Action log.</p>	<b>ACTION COMPLETED</b>
	<b>b) Document tidy Up Suggestions</b>	<b>Vice Chairman</b>	These would be provided by Councillor Wotherspoon to the report author outside of the meeting.		
	<b>c) Not Spot Lists</b>	<b>Noelle Godfrey / Jane Sneesby</b>	officers to prepare a list of SFBB 'Not Spots' (i.e. those premises that will be left without coverage after the completion of phase 4) including a timetable for their rectification to be circulated in due course to all county councillors and also made available to district councillors and their relevant officers.	An update from Communications is due to be sent to all members in the week of 20 <sup>th</sup> May and will include a link to the postcode checker so Members/residents can check which premises are included in Phase 4, and find links to advice on options for those not yet covered.	<b>Due to be completed</b>

## Appendix 1

### Benwick Broadband update

Good Afternoon Cllr Connor,

Further to your request at the Economy and Environment Committee of 14 March 2019, we wanted to update you on the superfast broadband situation in Benwick.

Most premises in Benwick can access superfast broadband by upgrading to a fibre service package with their chosen ISP. However, there are a number of premises in Benwick along Neneside, Cricketers Way and Rivers Close that are currently unable to access superfast speed. This is because their lines are connected directly into the exchange on a copper or aluminium exchange only (EO) line. This means that there is no green cabinet between the property and the exchange to upgrade with fibre cabling, connecting EO lines requires the rearrangement of the network as there is no aggregation point to connect to the fibre cabinet (DSLAM).

Openreach have planned a Fibre to the Premises (FTTP) solution for these premises. This is where the fibre will be coming directly to the premises, enabling them to access download speeds up to 330mbps. We are anticipating that the FTTP network serving live and accepting orders by early 2020, however these are preliminary timescales and are subject to change if technical issues arise during the work. If you would like to find out more information about the FTTP solution, please visit our "[Superfast Solutions](#)" page.

If residents would like to learn more about how they can upgrade to Superfast Broadband they can visit our '[Getting Superfast](#)' page. Ofcom has recently launched a website called "[Boost Your Broadband](#)" where residents can check to see if they are able to superfast speeds. The website also has a lot of information regarding [how to get the best deal for you](#), which residents may also find helpful.

Kind regards,

Gabrielle  
Connecting Cambridgeshire



**THE CAMBRIDGESHIRE CORRIDOR STUDY**

**To: Economy and Environment**

**Meeting Date: 23 May 2019**

**From: Graham Hughes: Executive Director, Place and Economy**

**Electoral division(s): Abbey, Cherry Hinton, Fulbourn, Petersfield, Romsey, Sawston and Shelford, Trumpington and Woodditton**

**Potential strategic implications for future rail services in other wards served by railway lines into Cambridge**

**Forward Plan ref: Key decision: No**

**Purpose: To consider the future requirements for rail infrastructure in the Cambridge area to cater for planned growth**

**Recommendation: Members are asked to:**

- a) Welcome the Cambridgeshire Corridor Study**
- b) Highlight to the Cambridgeshire and Peterborough Combined Authority (CPCA), the Greater Cambridge Partnership (GCP), Local Planning Authorities, the Department for Transport (DfT) and Network Rail:**
  - i the need for investment in Business Case development for the improvements needed in the Cambridge Station area as part of DfT's Rail Network Enhancement Pipeline (RNEP) process.**
  - ii the need to ensure that emerging growth plans contained in the CPCA's Non-Statutory Spatial Plan or new Local Plans is assessed in an update to the study at the appropriate time.**
  - iii the opportunity to deliver the eastern access to Cambridge station as part of the capacity enhancement works at Cambridge station.**
  - iv the need to consider the opportunities presented by enhancements to the rail network in the Cambridge area for the CPCA's transport strategy, and for the Cambridge Autonomous Metro (CAM) and the wider public transport network.**

<b><i>Officer contact:</i></b>	<b><i>Member contact:</i></b>
Name: Jeremy Smith Post: Group Manager, Transport Strategy and Funding Email: <a href="mailto:jeremy.smith@cambridgeshire.gov.uk">jeremy.smith@cambridgeshire.gov.uk</a> Tel: 01223 715483	Name: Ian Bates Chairman Economy and Environment Committee Email: <a href="mailto:ian.bates@cambridgeshire.gov.uk">ian.bates@cambridgeshire.gov.uk</a> Tel: 01480 830250

## **1. BACKGROUND**

- 1.1 The Cambridgeshire Corridor Study (CCS) assesses forecast housing and economic growth in 2033 and to 2043, and considers the rail infrastructure and services that will be needed to provide for the demand of that growth on rail routes into Cambridge.
- 1.2 The CCS forms part of Network Rail's Continuous Modular Strategic Planning and has been funded by the Department for Transport (50%), with the other 50% split equally between the County Council, the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership.
- 1.3 In May 2020 there will be 15 trains per hour in the busiest peak hour into and out of Cambridge station. In practical terms, almost all available platform capacity at Cambridge station will be in use, and the four platforms that cater for through services (platforms 1, 4, 7 and 8) will have no spare capacity at all.
- 1.4 The study looks at services into Cambridge, which is in Network Rail's Anglia Route area. It does not consider the East Coast Main Line, services to Huntingdon and St Neots, or a new station at Alconbury, as these are in Network Rail's East Coast Route area.

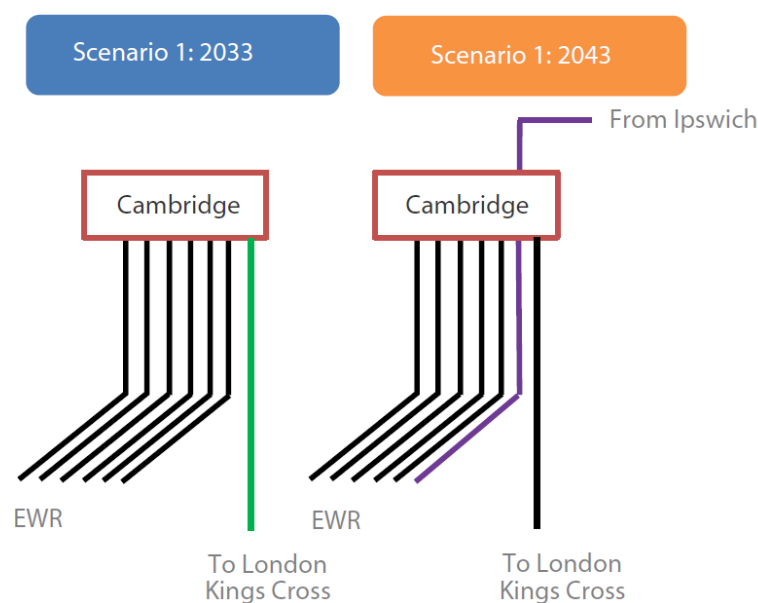
## **2. STUDY METHODOLOGY AND OUTPUTS**

- 2.1 The CCS assumes Cambridge South Station and four tracking between Cambridge Station and the Shepreth Branch junction will be in place.
- 2.2 The CCS does not specifically consider the infrastructure needed for the East West Rail (EWR) Central Section between Cambridge and the Bedford area, or enhancements needed in the Ely Area, as these are already being worked on separately. It does however assume that the EWR Central Section and the Ely Area Capacity Enhancements projects will permit additional and longer trains to run into the Cambridge area.
- 2.3 The CCS considers two growth scenarios:
  - Scenario 1: A baseline growth scenario that is consistent with Treasury Green Book guidance.
  - Scenario 2: A higher growth scenario consistent with levels of housing and economic growth seen over the past decade in Greater Cambridge and the surrounding area.
- 2.4 Having looked at the growth assumptions, the CCS then considers:
  - the additional train services that would be needed to cater for that growth;
  - the infrastructure required to cater for those additional services; and
  - the stabling that would be needed to house the additional trains.
- 2.5 The CCS concludes with recommendations for future development work.

### Service requirements in the baseline growth scenario (Scenario 1)

- 2.6 For baseline growth scenario in 2033, the following additional services (from 2020 levels) will be needed in the peak hour:
- 6 services from the EWR Central Section into Cambridge.
  - 1 additional service to London Kings Cross (starting at Cambridge).
- 2.7 In 2043, an additional service will also be required towards Ipswich, which the study assumes would be an extended EWR service.
- 2.8 The additional peak hour trains needed in Scenario 1 are shown in Figure 1.

**Figure 1: Additional services\* required into Cambridge to cater for demand in 2033 and 2043 in growth Scenario 1**

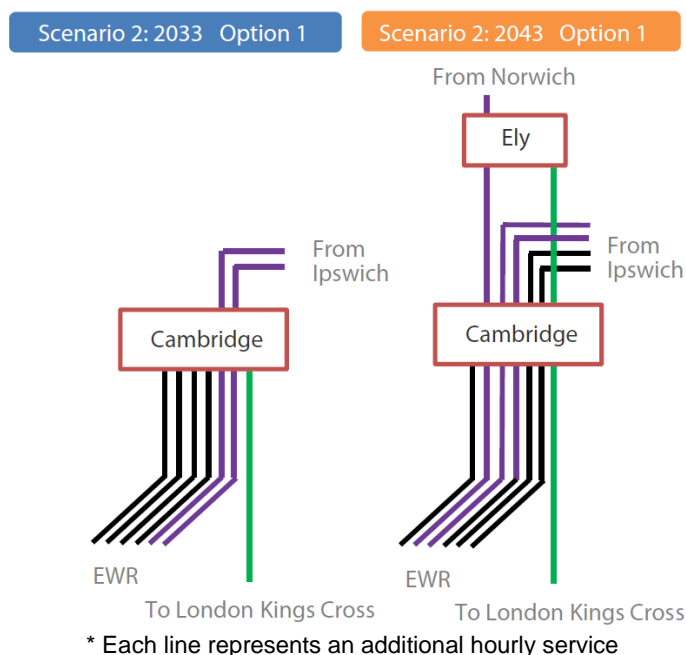


### Service requirements in the higher growth scenario (Scenario 2)

- 2.9 For higher growth scenario in 2033, the following additional services (from 2020 levels) will be needed in the peak hour:
- 6 services from the EWR Central Section into Cambridge.
  - 1 additional service between Cambridge and London Kings Cross.
  - 2 additional services between Ipswich and Cambridge.
- 2.10 In 2043, the following additional services would be needed:
- The 2033 Cambridge to Kings Cross service noted in paragraph 2.9 above lengthened and to start at Ely rather than Cambridge.
  - 2 further additional services towards Ipswich (probably starting at Newmarket or Bury St Edmunds).
  - 1 additional service between Cambridge and Norwich.
- 2.11 The services to Ipswich and Norwich noted in paragraphs 2.9 and 2.10 are assumed to be extended services from EWR rather than separate services.

2.12 The additional trains needed in Scenario 2 are shown in Figure 2.

**Figure 2: Additional services\* required into Cambridge to cater for demand in 2033 and 2043 in growth Scenario 2**

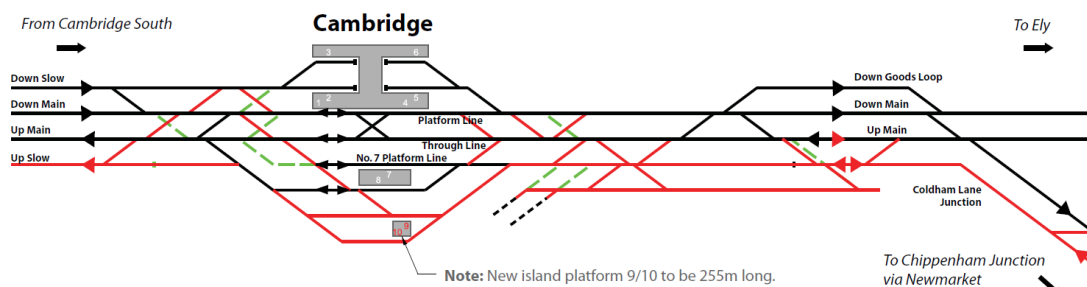


## Infrastructure requirements

2.13 Figures 3 and 4 show the layout needed in the Cambridge Station area and on the line to Newmarket respectively to cater for the services detailed in paragraphs 2.5 and 2.6 for Scenario 1. Over and above the improvements south of Cambridge Station needed for EWR, there is a need for:

- Two additional 12 carriage through platforms (Platforms 9 and 10).
- A third bi-directional running line between Cambridge Station and the Coldhams Lane junction between the Ely and Newmarket lines.
- Track doubling for three and a half miles from the Coldhams Lane junction towards Newmarket.
- A turn-back loop at Newmarket to allow trains to be terminated there without blocking the running line.

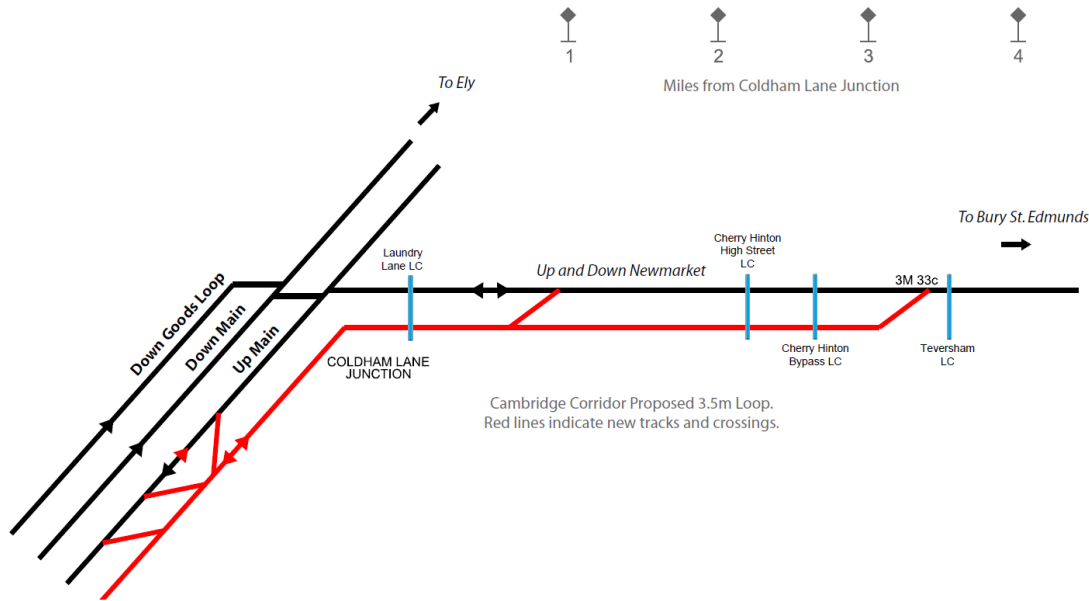
**Figure 3: Additional track and platform capacity needed in the Cambridge Station area for Scenario 1**



2.14 In the Cambridge Station area, the additional track capacity shown in Figure 3 will largely cater for the additional services in growth Scenario 2. However, it is likely that further capacity will be needed on the line to Newmarket to provide for the five services an hour in each direction in Scenario 2.



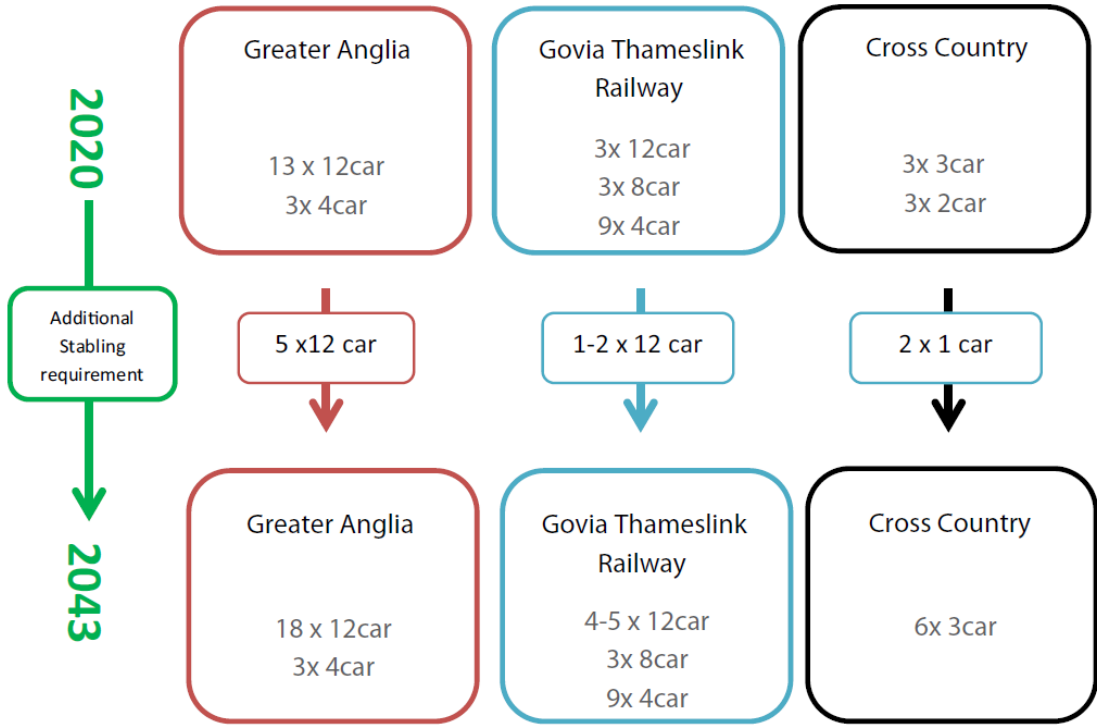
**Figure 4: Additional track capacity needed on the line to Newmarket and Ipswich for Scenario 1**



### Train stabling

- 2.15 The ability to park trains near to where they start and finish their journeys is important for running an efficient railway, and there is already a shortfall in sidings capacity in the Cambridge area for existing and planned services.
- 2.16 By 2043, excluding EWR services, there will be a requirement for further additional train stabling in the Cambridge area as shown in Figure 5.

**Figure 5 Stabling requirements from 2020 to 2043**



## Costs

- 2.17 Indicative costs of the infrastructure noted above (excluding stabling) are shown in Figure 6.

**Figure 6 ‘Order of Magnitude’ scheme costs**

Infrastructure	Cost
Cambridge Station to achieve 2033 and 2043 passenger service requirements (see Figure 3)	£191M to £220M
Newmarket Single Doubling to achieve 2043 train service requirement (see Figure 4)	£131M to £151M
Newmarket turn-back option	£4.5M to £5M

## Proposed next steps

- 2.18 The CCS recommends further scheme development work in priority order.
1. Interim train stabling solutions.
  2. Joint workstream:
    - Cambridge Station enhancements.
    - Overall train stabling requirements to 2043.
  3. Newmarket Line capacity.
- 2.19 It highlights the need for these workstreams to be integrated with work on Cambridge South, East West Rail and the Ely Area Capacity Enhancements. Network Rail are planning to produce a Strategic Outline Business Case for the Cambridge Station Enhancements in the next twelve months. The CPCA will ensure that work on the CAM is considered in conjunction with this work.

## 3. OFFICER COMMENTARY

### Growth scenarios

- 3.1 While the study looks at two growth scenarios, it should be noted that the technical work to identify interventions has largely focused on the baseline growth scenario (Scenario 1). There is reassurance that this is appropriate, as the work has identified that Scenario 1 interventions at Cambridge Station could cater for Scenario 2 growth with relatively minor changes. The CCS recommends that if short term growth continues on a trajectory consistent with Scenario 2, that further assessment of the outputs of the study will be needed.
- 3.2 The CCS does not look at growth levels that would be consistent with either the Cambridgeshire and Peterborough Independent Economic Review (see <http://www.cpier.org.uk/final-report/>) or the National Infrastructure Commissions “Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc” (see <https://www.nic.org.uk/publications/partnering-prosperity-new-deal-cambridge-milton-keynes-oxford-arc/>).
- 3.3 It is therefore critically important that as the Cambridgeshire and Peterborough Combined Authority’s Non-Statutory Spatial Plan and reviews of the City and district Local Plans move forward, a review or update of the CCS is undertaken to ensure that it robustly addresses local and national plans for growth.

## **East West Rail Eastern Section**

- 3.4 The EWR Central Section is being worked on separately and is assumed to be feeding trains into the Cambridge area from the west in the base case.
- 3.5 To the east of the city, the Cambridge to Newmarket Line is a key part of the EWR Eastern Section between Cambridge and Ipswich. There is an opportunity for improvements on this line to be delivered ahead of or at the same time as the EWR Central Section, as a first stage of Eastern Section works, and as an opportunity to see early commencement of EWR services to Ipswich. This ties in with the concern over levels of growth noted above.
- 3.6 Similarly, there is an opportunity for the early commencement of EWR services to Norwich, although also depends on delivery of the Ely Area Capacity Enhancements and the allocation of new train paths in the Ely area.

## **Cambridge Station passenger capacity / eastern entrance**

- 3.7 The identification of improvements to Cambridge station in the CCS is focussed on capacity for trains. An equally important issue is the capacity of the platforms and station buildings to cope with future passenger numbers. This needs to be considered in future work. The opportunity to deliver the eastern access to Cambridge Station and potentially more cycle parking on the eastern side of the station should be explored as part of that work.

## **Consideration with Cambridge Autonomous Metro**

- 3.8 The Cambridge Autonomous Metro (CAM) proposals show a branch to Mildenhall. If significant development takes place at Mildenhall, consideration might be given as to whether a rail extension from Newmarket or the Soham area would be appropriate instead of or complementary to CAM, in the context of an additional four services an hour from Cambridge towards Newmarket in growth Scenario 2.

## **4. ALIGNMENT WITH CORPORATE PRIORITIES**

### **4.1 A good quality of life for everyone**

The implications for this priority are set out in paragraphs 2.3 and 2.4 above.

### **4.2 Thriving places for people to live**

There are no significant implications for this priority.

### **4.3 The best start for Cambridgeshire's children**

There are no significant implications for this priority.

## **5. SIGNIFICANT IMPLICATIONS**

### **5.1 Resource Implications**

There are no significant implications within this category.

## **5.2 Procurement / Contractual / Council Contract Procedure Rules Implications**

There are no significant implications within this category.

## **5.3 Statutory, Legal and Risk Implications**

There are no significant implications within this category.

## **5.4 Equality and Diversity Implications**

There are no significant implications within this category.

## **5.5 Engagement and Communications Implications**

There are no significant implications within this category.

## **5.6 Localism and Local Member Involvement**

There are no significant implications within this category.

## **5.7 Public Health Implications**

There are no significant implications within this category.

## **SOURCE DOCUMENTS**

<b>Source Documents</b>	<b>Location</b>
Cambridge Corridor Study	<a href="https://cdn.networkrail.co.uk/wp-content/uploads/2019/04/Cambridgeshire-Corridor-Study-2019.pdf">https://cdn.networkrail.co.uk/wp-content/uploads/2019/04/Cambridgeshire-Corridor-Study-2019.pdf</a> Room 301, Shire Hall, Cambridge

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Sarah Heywood
<b>Have the procurement / contractual / Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Paul White
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Fiona McMillan
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Elsa Evans
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Sarah Silk
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Andy Preston
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Stuart Keeble

**TRANSPORT SCHEME DEVELOPMENT PROGRAMME**

**To:** Economy and Environment Committee

**Meeting Date:** 23 May 2019

**From:** Graham Hughes - Executive Director, Place and Economy

**Electoral division(s):**

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

**Purpose:** To update the Committee on the review of sifting criteria for the scheme development programme

**Recommendation:** The Committee is asked to:

- a) approve the updated Transport Scheme Development Sifting Criteria.
- b) approve the additional £125,000 in funding allocations identified in section 2.8 of the report.
- c) appoint five County Councillors to the HGV Diamond Area Steering Group and agree that appointed Members may nominate their own substitutes.

<b>Officer contact:</b>		<b>Member contacts:</b>	
Name:	<b>Karen Kitchener</b>	Names:	Councillors Bates and Wotherspoon
Post:	Principal Transport Officer	Post:	Chair/Vice-Chair
Email:	<a href="mailto:Karen.kitchener@cambridgeshire.gov.uk">Karen.kitchener@cambridgeshire.gov.uk</a>	Email:	<a href="mailto:Ian.bates@cambridgeshire.gov.uk">Ian.bates@cambridgeshire.gov.uk</a> <a href="mailto:Timothy.wotherspoon@cambridgeshire.gov.uk">Timothy.wotherspoon@cambridgeshire.gov.uk</a>
Tel:	01223 715486	Tel:	01223 706398

## 1. BACKGROUND

- 1.1 In 2018/19 a budget of £1 million was set aside for transport scheme development as part of the Capital Budget in the Council's Business Plan, with the intention of bringing schemes to the point where they can be submitted for funding and the development costs reclaimed. It is expected that this investment could unlock significant future funding in transport from successful funding bids to deliver projects.
- 1.2 At its meeting on 8 February 2018, this Committee approved a list of transport schemes to be developed in 2018/19 and also approved a process for sifting and prioritising transport schemes from 2019/2020 onwards, to be developed and designed ready to be implemented when funding opportunities arise. The previously agreed criteria are shown in Appendix 1. The schemes approved for development using this budget allocation were:
- Improvements to junctions in St Ives
    - A1096 Harrison Way / Meadow Lane
    - A1123 / B1040
    - A1123 / A1096 Harrison Way roundabout
    - B1090 / A1123 junction
  - Improvements to the two A10 / A142 roundabouts in Ely.
- 1.3 The total expenditure committed to these projects is as follows:

St Ives Transport Study work	£400,000
A10 / A142 roundabout	£20,000

- 1.4 On 6 December 2018 this Committee received a progress update regarding the areas mentioned above. At this meeting, the Committee agreed to update the sifting criteria to include safety and also to review other criteria such as scheme location.

## 2. MAIN ISSUES

### *Sifting and prioritisation criteria*

- 2.1 The original sifting criteria (Appendix 1) has been reviewed in line with this committee's decision on 6<sup>th</sup> December.
- 2.2 The proposed updated criteria is shown in Appendix 2. The following changes are proposed to the Stage 1 sift in order to produce a long list of schemes:
- The former sift 3, which sifted out schemes in Cambridge city, has been removed. This ensures that schemes across the entire county can be considered. However, it should be noted that schemes that may form part of a wider committed scheme, such as those that are part of the Cambridgeshire and Peterborough Combined Authority, Greater Cambridge Partnership, Highways England or Network Rail programmes would be sifted out and therefore not considered as part of this transport scheme development

programme

- The former sift 6, which sifted out schemes without a direct impact on congestion, has been updated. It is now proposed that schemes without a direct impact on congestion, or safety would be removed. Furthermore, with regard to road safety, it is proposed that schemes that address existing accident cluster sites would meet this criteria.

- 2.3 It is proposed that Stages 2 and 3 of the sifting process remain unchanged. For Stage 2, this involves using the National Productivity Investment Fund (NPIF) congestion criteria to produce a shortlist of schemes. Stage 3 would involve using full NPIF criteria to produce a prioritised list of schemes for Member endorsement, as previously agreed.

#### *Air Quality*

- 2.4 Members asked Officers to investigate whether Air Quality could be an area included in the sifting criteria. Officers have since discussed with Environmental Health colleagues in the District Councils to understand the feasibility of doing this.
- 2.5 The consensus from these discussions is that the size and nature of the schemes likely to emerge as a result of the scheme development work are not typically conducive to improving air quality, on an individual basis. To tackle areas of poor air quality, large, strategic schemes are more effective. The size of the schemes which are likely to come forward from the Scheme Development work will generally be quite localised and focussed on particular junctions and hot spots. Whilst it would be possible to include a criteria where any potential scheme that falls within an area of poor air quality (such as an Air Quality Management Area - AQMA) in the sifting process, it would be very difficult to monitor any tangible benefit in a quantitative way, from such a scheme and therefore very difficult to rule any potential scheme in or out on Air Quality grounds.
- 2.6 One possible option would be to include some qualitative assessment of a scheme from Air Quality specialists, however it should be recognised that this would be a much more subjective exercise than the sifting focussed on congestion and safety elements already included.

#### *Future schemes*

- 2.7 For the next batch of work under this programme, it is proposed to invest a further £60,000 in the development of the A10 / A142 as part of a jointly funded approach with partners and £65,000 to cover the costs of initial data collection, analysis, and scoping to assess traffic and HGV movements and patterns in the 'diamond' area between A141, A142, and the A10; and to collect evidence to support the analysis of traffic and HGV movements on the B1040. This would bring the total commitment to £545,000.
- 2.8 It is also proposed that a Member Steering Group be set up to oversee the HGV Diamond Area work and endorse the outcome and recommendations over the way forward. Due to the size of the area, it is proposed that five County Councillors be nominated with the ability for members to nominate their own substitute, should they not be available for particular meetings. A chair and terms of reference will be agreed at the first meeting and it is recommended that Committee agrees the membership.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 A good quality of life for everyone**

Developing a pipeline of schemes aimed at tackling congestion, safety and air quality will improve the quality of life for everyone

#### **3.2 Thriving places for people to live**

Developing a pipeline of schemes aimed at tackling congestion, safety and air quality will improve access to jobs, services and homes in Cambridgeshire, thus ensuring it is a thriving place for people to live.

#### **3.3 The best start for Cambridgeshire's children**

Developing a pipeline of schemes aimed at tackling congestion, safety and air quality will help to provide the best start for children in Cambridgeshire.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

Budget for this work has been allocated through the Council's Business Plan.

#### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

A risk assessment for each scheme would be developed once schemes have been selected.

#### **4.3 Statutory, Legal and Risk Implications**

The following bullet point sets out details of significant implications identified by officers:

- A risk assessment for each scheme would be developed once preferred schemes have been selected.
- Any statutory or legal requirements, including consultation and environmental assessments, will be carried out on a scheme by scheme basis once preferred schemes have been selected

#### **4.4 Equality and Diversity Implications**

The following bullet points set out details of significant implications identified by officers:

- The development of schemes to tackle congestion, safety and air quality should provide improved access to services for all those who work and live in Cambridgeshire. The inclusion of schemes that improve safety and air quality should have positive implications for the young and old vulnerable people.

#### **4.5 Engagement and Communications Implications**

The following bullet point sets out details of significant implications identified by officers:



- Full public engagement would be carried out for individual schemes at the appropriate times.

#### 4.6 Localism and Local Member Involvement

A Member Steering Group for the St Ives study has been established comprising representatives from the County Council and Huntingdonshire District Council.

#### 4.7 Public Health Implications

There are no significant implications within this category

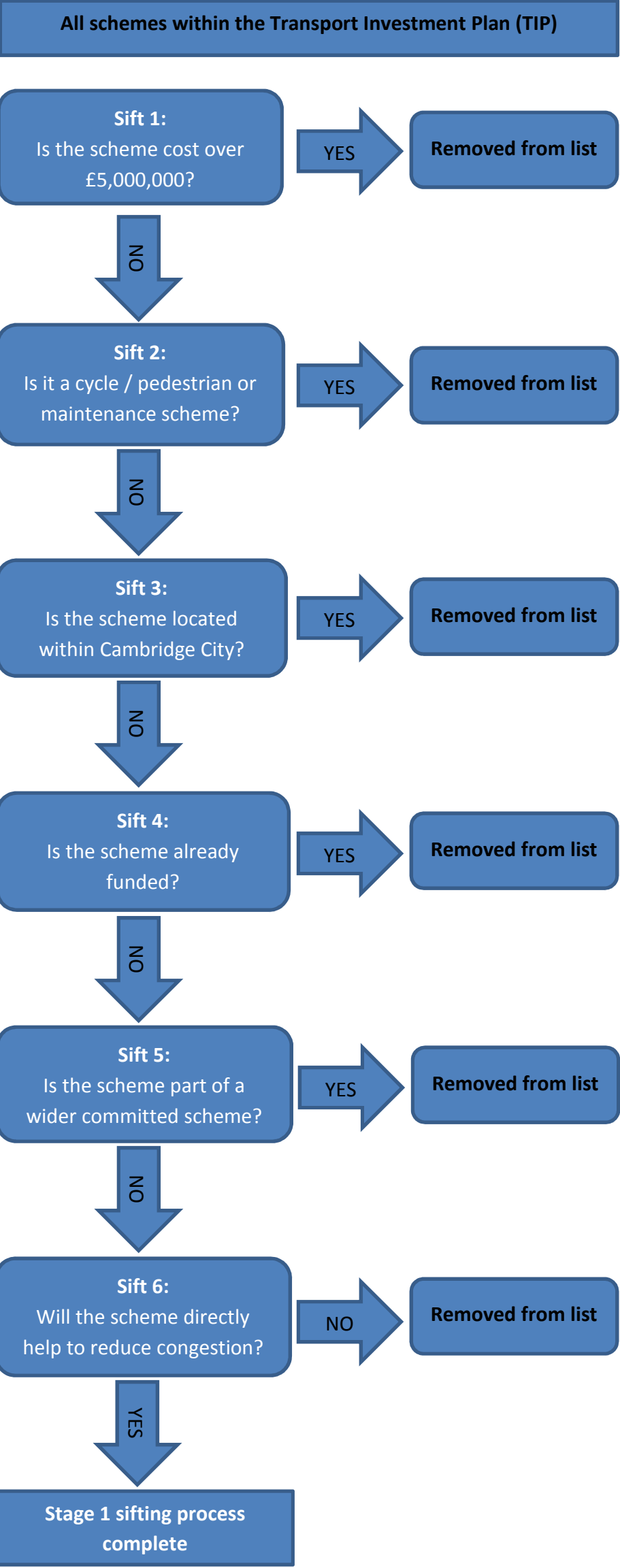
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Debbie Carter-Hughes
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
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?	Name of Officer: Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

#### **SOURCE DOCUMENTS GUIDANCE**

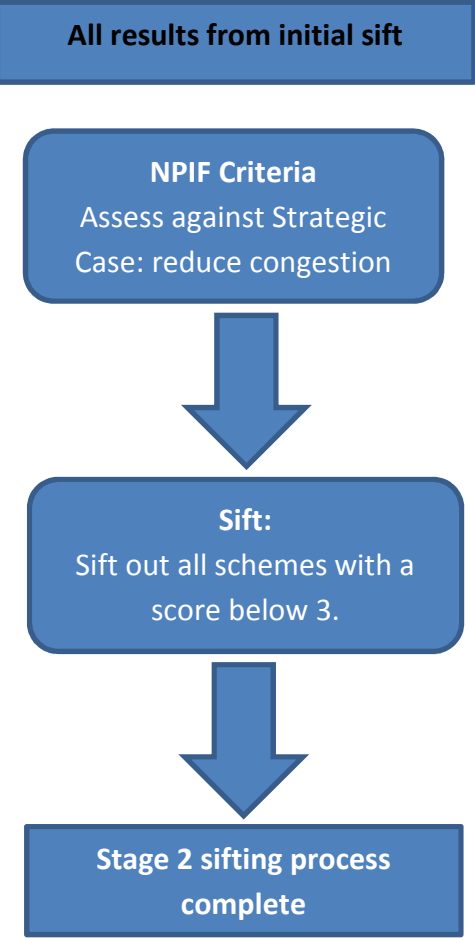
Source Documents	Location
Transport Investment Plan	<a href="https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-investment-plan/">https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-investment-plan/</a>



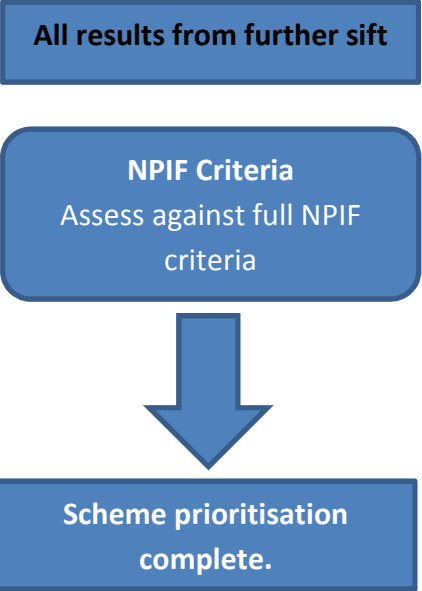
STAGE 1: Initial Sift



STAGE 2: Further Sift



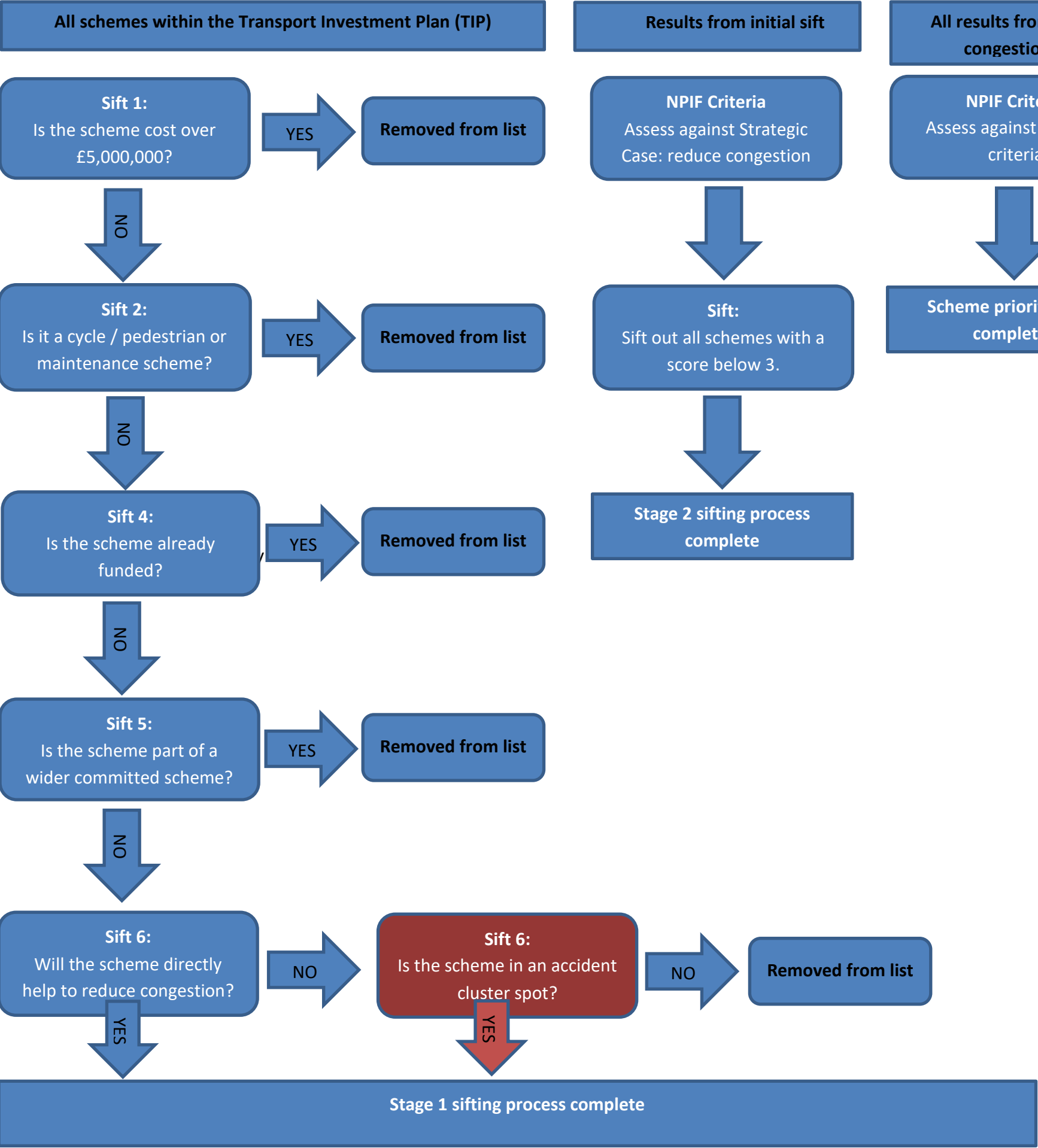
STAGE 3: Prioritisation



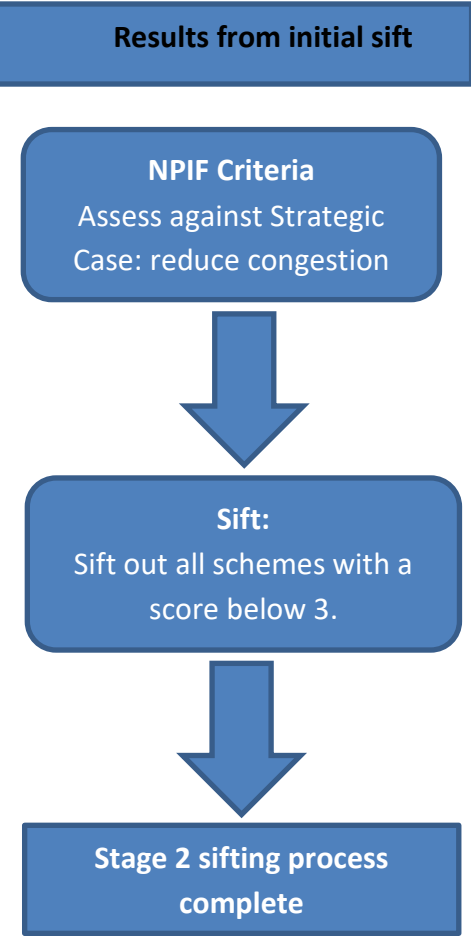
## NPIF Scoring Criteria:

	Strategic case: reduce congestion	Strategic case: jobs and housing	Economic case: Scale of impact	Economic case: value for money	Management case: early delivery	Management case: stakeholder support	Financial case: Local contribution
Key Considerations	Improve the efficiency of the existing space allocated to transport.	Unlock economic and job creation opportunities.	What is the scale of impact on traffic condition, journey time, reliability?	What level of benefits will the project deliver assessed against cost, either in BCR or qualitative assessment?	Certainty of commencing during 2018/19.	Is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council, local MP?	Percentage of local contribution.
	Avoid simply unlocking latent demand.	Enable new housing developments.			Certainty of statutory powers in place.		Level of private sector funding.
	Use smart technology to ease congestion.						
3	Major improvement to congestion and meets new development needs.	Jobs/homes delivered by 2021 or large number enabled.	Major congestion reduction with wider positive impact.		High certainty commence in 18/19, stat powers in place.	Formal consultation carried out evidencing support.	>50% some private or 30-50% mostly private.
2	Some improvement to congestion and meets new development needs.	Jobs/homes delivered by 2021.	Mid-large scale positive impact.		Can commence in 18/19, low risk of stat powers issue.	Supported multiple (public and Members).	30-50% some private.
1	Minor improvements to congestion and meets development needs.	Some jobs/homes enabled but not by 2021.	Small scale/localised positive impact.		Can commence late 18/19, high risk of stat powers issue.	Support indicated (e.g. public and Members).	<30% private.
0	No change.	No change.	No impact or +/- balance.	No impact or +/- balance.	Feasible, but highway land issues.	No evidence.	None.
-1	Minor negative impact on the reliability of journey times.		Small scale/localised negative impact.		Feasible, but highway land not sufficient/multiple issues.	Minor opposition indicated.	
-2	Some negative impact on the reliability of journey times.		Mid-large scale negative impact.		Feasible, but more significant issues with land, services, etc.	Multiple opposition indicated.	
-3	Major negative impact on the reliability of journey times.		Major/cross-district negative impact.		Not possible without major additional works.	Formal consultation shows large opposition.	

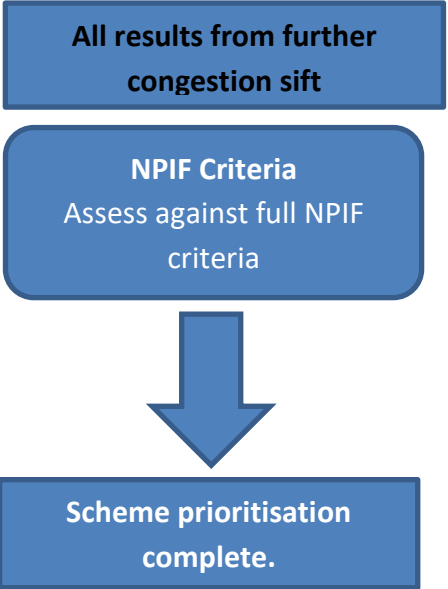
STAGE 1: Initial Sift



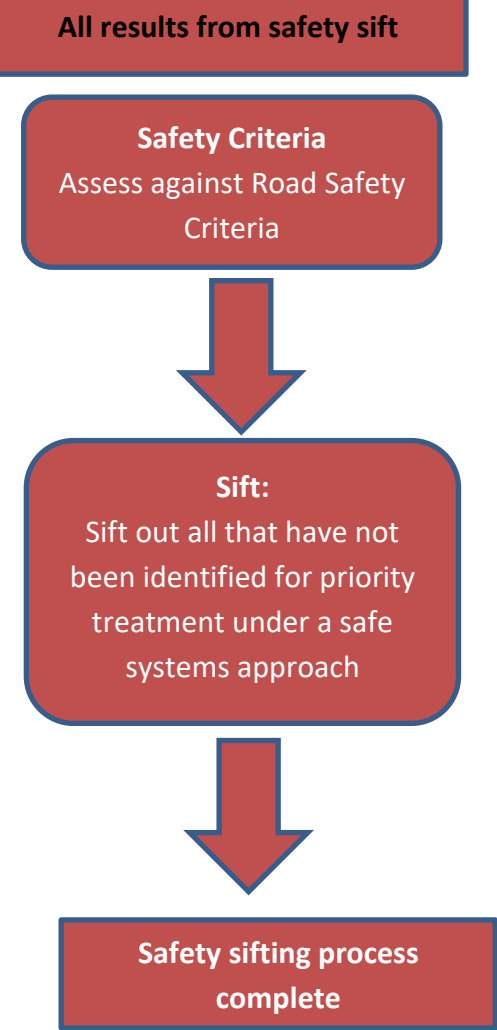
STAGE 2: Further Sift Congestion



STAGE 3: Prioritisation Congestion



Stage 2: Further sift Safety



## Appendix 2 Cambridgeshire County Council Scheme Development – Updated Sifting & Prioritisation Process

	Strategic case: reduce congestion	Strategic case: jobs and housing	Economic case: Scale of impact	Economic case: value for money	Management case: early delivery	Management case: stakeholder support	Financial case: Local contribution
Key Considerations	Improve the efficiency of the existing space allocated to transport.	Unlock economic and job creation opportunities.	What is the scale of impact on traffic condition, journey time, reliability?	What level of benefits will the project deliver assessed against cost, either in BCR or qualitative assessment?	Certainty of commencing during 2018/19.	Is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council, local MP?	Percentage of local contribution.
	Avoid simply unlocking latent demand.	Enable new housing developments.			Certainty of statutory powers in place.		Level of private sector funding.
	Use smart technology to ease congestion.						
3	Major improvement to congestion and meets new development needs.	Jobs/homes delivered by 2021 or large number enabled.	Major congestion reduction with wider positive impact.		High certainty commence in 18/19, stat powers in place.	Formal consultation carried out evidencing support.	>50% some private or 30-50% mostly private.
2	Some improvement to congestion and meets new development needs.	Jobs/homes delivered by 2021.	Mid-large scale positive impact.		Can commence in 18/19, low risk of stat powers issue.	Supported multiple (public and Members).	30-50% some private.
1	Minor improvements to congestion and meets development needs.	Some jobs/homes enabled but not by 2021.	Small scale/localised positive impact.		Can commence late 18/19, high risk of stat powers issue.	Support indicated (e.g. public and Members).	<30% private.
0	No change.	No change.	No impact or +/- balance.	No impact or +/- balance.	Feasible, but highway land issues.	No evidence.	None.
-1	Minor negative impact on the reliability of journey times.		Small scale/localised negative impact.		Feasible, but highway land not sufficient/multiple issues.	Minor opposition indicated.	
-2	Some negative impact on the reliability of journey times.		Mid-large scale negative impact.		Feasible, but more significant issues with land, services, etc.	Multiple opposition indicated.	
-3	Major negative impact on the reliability of journey times.		Major/cross-district negative impact.		Not possible without major additional works.	Formal consultation shows large opposition.	







**FINANCE AND PERFORMANCE REPORT – OUTTURN 2018/19**

*To:* **Economy and Environment Committee**

*Meeting Date:* **23<sup>rd</sup> May 2019**

*From:* **Graham Hughes - Executive Director, Place & Economy  
Chris Malyon - Chief Finance Officer**

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

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

*Purpose:* **To present to Economy and Environment Committee the 2018/19 Outturn Finance and Performance Report (F&PR) for Place & Economy Services (P &E).**

**The report is presented to provide Committee with an opportunity to note and comment on the final outturn position for 2018/19.**

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

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

<b><i>Officer contact:</i></b>	
Name:	Sarah Heywood
Post:	Strategic Finance Manager
Email:	<a href="mailto:Sarah.Heywood@Cambridgeshire.gov.uk">Sarah.Heywood@Cambridgeshire.gov.uk</a>
Tel:	01223 699714

## 1. BACKGROUND

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services, 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 Place & Economy Services Outturn Finance and Performance report for 2018/19.
- 2.2 **Revenue:** At year-end, P&E was underspent by £288K at the bottom line. The Service incurred two significant pressures for Coroners Services and Waste since the start of the financial year. Several service areas managed to achieve additional income in the last part of the financial year and this allowed the service to fund some pressures within Highways Maintenance Capital from revenue rather than borrowing. The services which underspent (offsetting the Coroners, Waste and borrowing costs) were Traffic Management (-£152K), Street Lighting (-£360K), Parking Enforcement (-£519K), Libraries (-£180k), Concessionary Fares (-£582K), and Highways Development Management (-£651K).
- 2.3 **Capital:** Appendix 6 details the in-year variances to profile of the capital schemes. The Capital Programme Variation, the budgeted level of slippage, was £15m but the actual level of slippage across all the schemes was £16m.
- 2.4 **Performance:** This F&PR provides performance information for the suite of key Place & Economy (P&E) indicators for 2018/19.
- 2.5 Of these seven performance indicators, two are red, 2 are amber, and 3 are green at year-end. The two that are red are:-
- Local bus passenger journeys originating in the authority area.
  - The average journey time per mile during the morning peak on the most congested routes
- The two that are amber are:-
- % of Freedom of Information requests answered within 20 days.
  - % of Complaints responded to within 10 days.
- 2.6 The Local Highways Improvement (LHI) data, the tree data, and the vacancy data is all within the Appendix A.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 A good quality of life for everyone**

There are no significant implications for this priority.

#### **3.2 Thriving places for people to live**

There are no significant implications for this priority.

#### **3.3 The best start for Cambridgeshire's children**

There are no significant implications for this priority.

### **4. SIGNIFICANT IMPLICATIONS**

- 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: Appendix A



## Appendix A

### Place & Economy Services

#### Finance and Performance Report (F&PR) – Final 2018-19

### SUMMARY

#### 1.1 Finance

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

**Performance Indicators – Positions for Indicators with monthly, quarterly and annual updates in March: (see section 4). Full list of Performance Indicators: annual, quarterly, monthly: (Appendix 7)**

Indicators	Red	Amber	Green	Total
Current status of indicators with updates this month	1	0	3	4
Year-end (for 2018/19)	2	2	3	7

## 2. INCOME AND EXPENDITURE

### Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Budget 2018/19 £000	Actual £000	Variance (March) £000	Variance (March) %
-42	Executive Director	2,073	2,031	-42	-2
-259	Highways	19,589	19,331	-259	-1
-526	Cultural & Community Services	11,473	10,947	-526	-5
+523	Environmental & Commercial Services	37,691	38,214	+523	+1
+16	Infrastructure & Growth	1,887	1,902	+16	+1
0	External Grants	-15,593	-15,593	0	0
	Savings to be found within service				
-278	<b>Total</b>	<b>57,120</b>	<b>56,832</b>	<b>-288</b>	<b>0</b>

The service level budgetary control report for the end of the Financial year 2018-19 can be found in [appendix 1](#).

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

To ensure financial information is presented in a consistent way to all Committees a standardised format has now been applied to the summary tables and service level budgetary control reports included in each F&PR. The same format is also applied to the Integrated Resources and Performance Report (IRPR) presented to General Purposes Committee (GPC). The data shown provides the key information required to assess the financial position of the service and provide comparison to the previous month.

## **Significant Issues**

There are no significant issues to be reported.

### **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 March 2019.

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 is one item above the de minimis reporting limit in March 2019.

Allocation of budget to match Insurance charges £1,764k

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**

Details of capital expenditure schemes can be found in [appendix 6](#)

##### Funding

Further grants have been awarded from the Department for Transport since the published business plan, these being Pothole grant funding 18/19 (£1.608m), a second tranche of Pothole grant funding (£0.807m) and further Safer Roads funding (£0.128m).

Following the October budget announcement, Cambridgeshire County Council has received an additional £6.653m of Local Highways Maintenance funding. This money is to be spent by 31 March 2019 on local highway maintenance including potholes, bridges and other minor highway maintenance works. In accordance with the Department for Transport (DfT) criteria, the use of this money will be published on the County Council website by the end of March 2019 with a copy sent to the DfT.

All other schemes are funded as presented in the 2018/19 Business Plan.

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

## 4. PERFORMANCE

### 4.1 Introduction

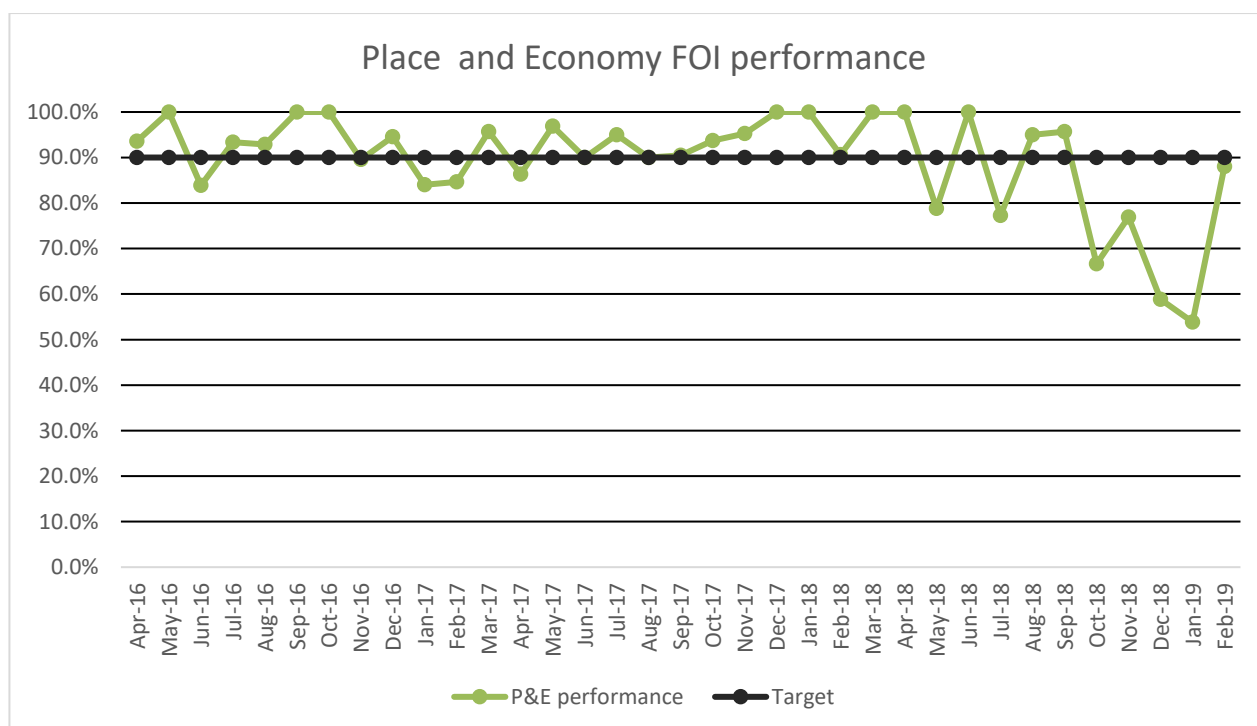
This report provides performance information for the suite of key Economy and Environment. Following discussion of a refreshed set of indicators at the December Committee, this report contains the new set agreed by the Committee.

Information for red, amber and green indicators where there is new information only is shown below in Sections 4.2 to 4.3, with contextual indicators and new indicators for which targets have not yet been set reported in Section 4.4. A summary of all the indicators are contained in Appendix 7.

### 4.2 Red Indicators (new monthly data only)

This section covers indicators where new monthly targets have not been achieved.

- % of Freedom of Information requests answered within 20 days



A total of 17 Freedom of Information Requests were received during the month of March. 12 of these were responded to within the 20 working day deadline. Heads of Service are working with colleagues in the Information & Records service to imbed a new response process following a business support restructure in late 2018.

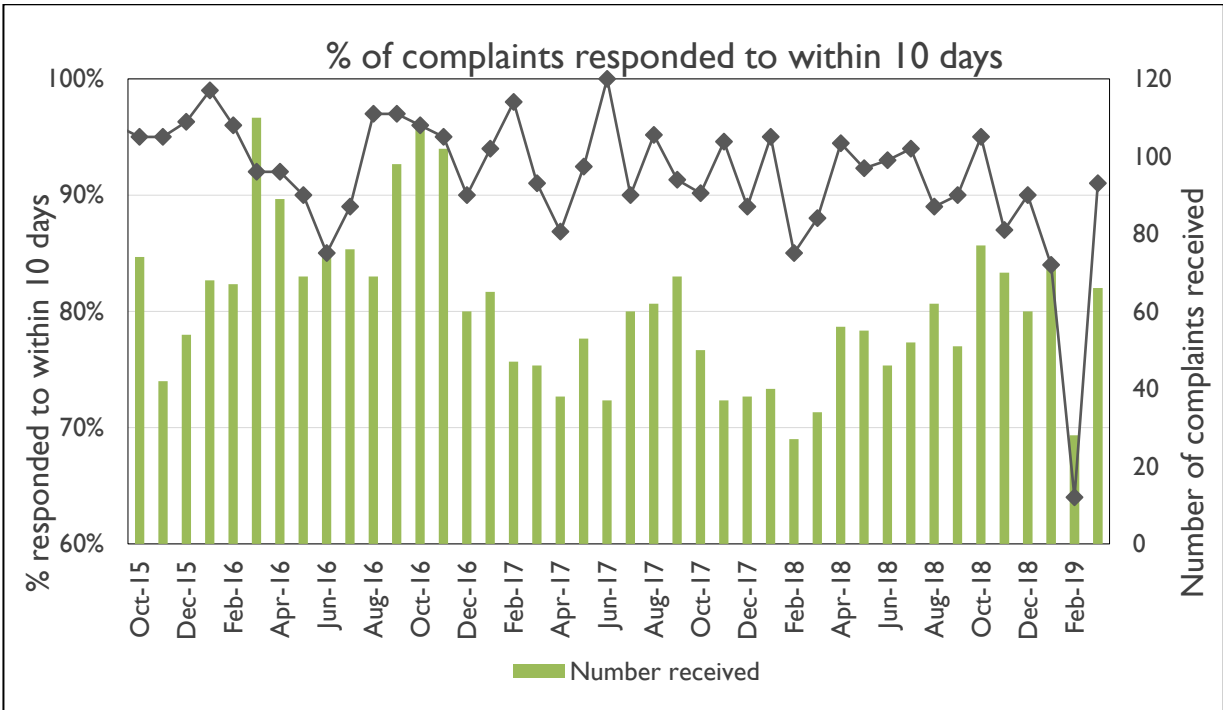
The year end performance is 80.6% which is within 10 percentage points of the target.



### 4.3 Green Indicators (new monthly data only)

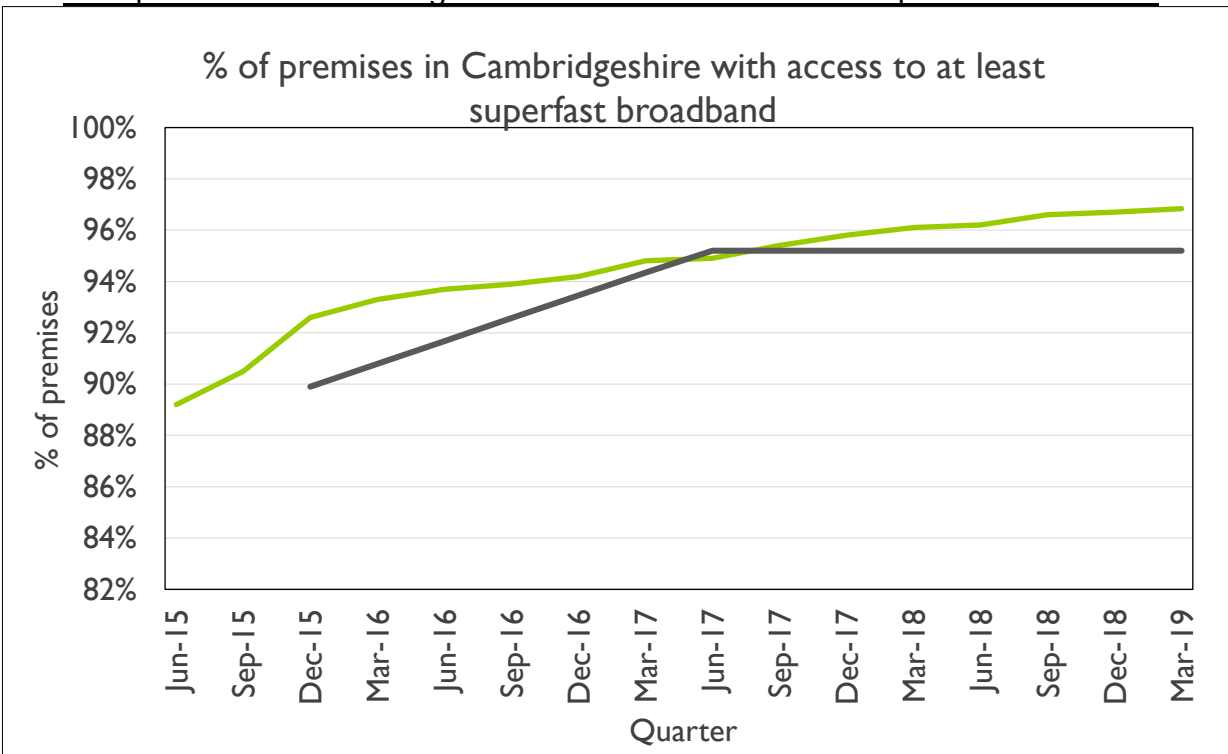
The following indicators are currently on-course to achieve year-end targets.

- Complaints and representations – response rate



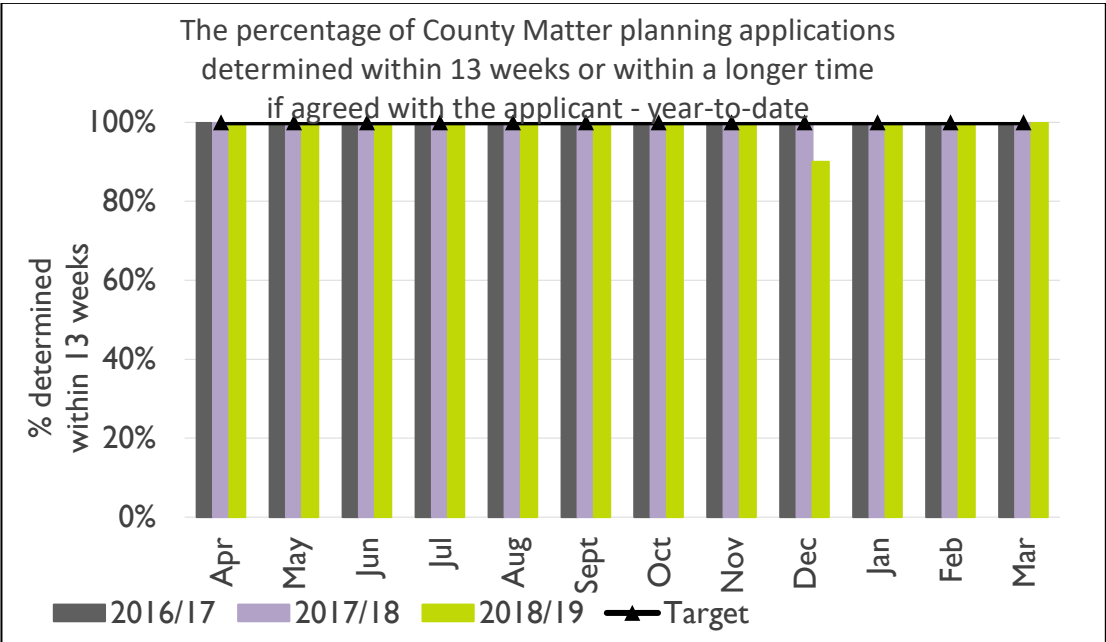
66 complaints received for March, 60 were responded to within the 10 working days giving a 91% pass rate. The pass rate is 89.6% for the end of year performance which is within 10% of the 90% target.

- % of premises in Cambridgeshire with access to at least superfast broadband



The percentage of premises in Cambridgeshire with access to at least superfast broadband continues to increase. The end of year figure is 96.8% which is above the 95.2% target.

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant



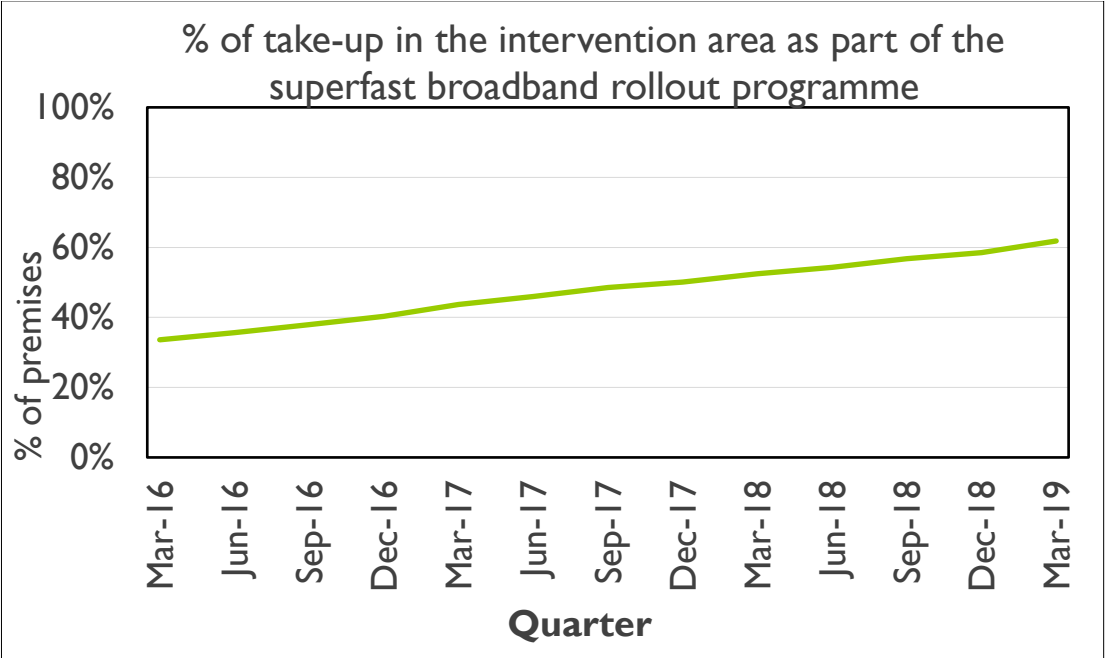
If a Local Planning Authority (LPA) consistently fails to determine planning applications within the statutory timescales, without agreeing to an extension of time, then the Secretary of State can designate the LPA as underperforming and as a result applicants have the option of submitting their applications to the Planning Inspectorate for determination.

If the LPA is designated as under performing then they will be expected to prepare an action plan to address areas of weakness contributing to under performance and therefore the percentage of applications that are determined within the agreed timescales is a Key Performance Indicator for the County Planning, Minerals and Waste team.

4.4 Contextual indicators

Connecting Cambridgeshire

- % of take-up in the intervention area as part of the superfast broadband rollout programme



## APPENDIX 1 – Service Level Budgetary Control Report

Forecast Outturn Variance (Feb)		Budget 2018/19	Actual to the end of Closedown	Variance	
£000's		£000's	£000's	£000's	%
<b>Executive Director</b>					
36	Executive Director	1,903	1,877	-26	-1%
-3	Business Support	170	154	-17	-10%
<b>33</b>	<b>Executive Director Total</b>	<b>2,073</b>	<b>2,031</b>	<b>-42</b>	<b>-2%</b>
<b>Highways</b>					
-5	Asst Dir - Highways	138	135	-3	-2%
0	Local Infrastructure Maintenance and Improvement	6,351	7,049	698	11%
-86	Traffic Management	-135	-287	-152	-112%
-31	Road Safety	506	498	-8	-2%
-132	Street Lighting	9,935	9,576	-360	-4%
-35	Highways Asset Management	405	412	6	2%
-479	Parking Enforcement	0	-519	-519	0%
52	Winter Maintenance	2,067	2,143	76	4%
0	Bus Operations including Park & Ride	322	325	3	1%
<b>-716</b>	<b>Highways Total</b>	<b>19,589</b>	<b>19,331</b>	<b>-259</b>	<b>-1%</b>
<b>Cultural &amp; Community Services</b>					
0	Asst Dir - Cultural & Community Services	140	144	4	3%
50	Public Library Services	3,335	3,155	-180	-5%
-1	Cultural Services	104	89	-15	-14%
0	Archives	367	362	-5	-1%
23	Registration & Citizenship Services	-541	-542	-2	0%
284	Coroners	903	1,199	296	33%
64	Community Transport	2,448	2,405	-43	-2%
-415	Concessionary Fares	4,716	4,134	-582	-12%
<b>5</b>	<b>Cultural &amp; Community Services Total</b>	<b>11,473</b>	<b>10,947</b>	<b>-526</b>	<b>-5%</b>
<b>Environmental &amp; Commercial Services</b>					
-28	Asst Dir - Environment & Commercial Services	120	96	-25	-21%
-19	County Planning, Minerals & Waste	418	333	-85	-20%
53	Historic Environment	56	96	40	72%
0	Trading Standards	694	624	-70	-10%
8	Flood Risk Management	411	416	6	1%
0	Energy	72	40	-32	-44%
709	Waste Management	35,920	36,609	690	2%
<b>722</b>	<b>Environmental &amp; Commercial Services Total</b>	<b>37,691</b>	<b>38,214</b>	<b>523</b>	<b>1%</b>
<b>Infrastructure &amp; Growth</b>					
0	Asst Dir - Infrastructure & Growth	137	151	14	10%
211	Major Infrastructure Delivery	1,100	1,472	372	34%
0	Transport Strategy and Policy	103	391	288	279%
0	Growth & Development	547	540	-7	-1%
-533	Highways Development Management	0	-651	-651	0%
<b>-322</b>	<b>Infrastructure &amp; Growth Total</b>	<b>1,887</b>	<b>1,902</b>	<b>16</b>	<b>1%</b>
<b>-278 Total</b>		<b>72,713</b>	<b>72,425</b>	<b>-288</b>	<b>0%</b>
<b>Grant Funding</b>					
0	Non Baselined Grants	-15,593	-15,593	-0	0%
<b>0</b>	<b>Grant Funding Total</b>	<b>-15,593</b>	<b>-15,593</b>	<b>-0</b>	<b>0%</b>
<b>-278 Overall Total</b>		<b>57,120</b>	<b>56,832</b>	<b>-288</b>	<b>-1%</b>

## 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 2018/19 £'000	Actual £'000	Variance	
			£'000	%
<b>Local Infrastructure Maintenance and Improvement</b>	6,351	7,049	+698	+11
Additional income within the service has been utilised to reduce the borrowing for Highway capital schemes in 2018-19. The variance is the contribution of revenue funding towards this.				
<b>Traffic Management</b>	-135	-287	-152	-112
More income has been received than budgeted, this income is for a mixture of road openings and overstay by utility companies				
<b>Street Lighting</b>	9,935	9,576	-360	-4
The Street Lighting budget is underspent by £360k. 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.				
<b>Parking Enforcement</b>	0	-519	-519	0%
Whilst we have seen slight declines in the enforcement of established bus gates and bus lanes ( with 2 at very high compliance levels) the introduction of new cameras has produced substantially more PCN's than expected.				
<b>Public Library Services</b>	3,335	3,155	-180	-5
The underspend for Libraries has arisen for a number of reasons, new higher income targets were set for this financial year, so as to reinstate the bookfund saving made in 2017/18. Although some targets, such as internet usage didn't bring in the expected income, the shortfall in income was not quite as bad as feared. Vacancies have been held in a number of areas and bookfund expenditure delayed to ensure that the service kept within budget.				
<b>Coroners</b>	903	1,199	+296	+33
The Coroners Service overspent by of £296k for Cambridgeshire, which is caused by a mixture of on-going workload pressure i.e. the number of cases and the complexity of cases increasing, and a need to reduce the backlog of cases built up over previous years.				

<b>Concessionary Fares</b>	4,716	4,134	-582	-12
The amount spent on concessionary fares has continued to decrease as has been evident in the last few years. The underspend will be partly due to the change in the eligibility being linked to the increasing pension age. This underspend has been used to help cover other pressures within Place & Economy.				
<b>Waste Management</b>	35,920	36,609	690	+2
<p>Contract changes that deliver full year savings totalling £1.3m have been identified however delays to reaching formal agreement with the contractor that will allow contract changes will result in a shortfall in delivered savings. £400,000 savings per year have been achieved but agreement to allow the remainder of the savings to commence has been delayed. This was considered and agreed by General Purposes Committee in January and it is anticipated that the full £1.3m annual savings will be available once the contract changes are implemented, but impact was a savings shortfall of approximately £900,000 in 2018/19.</p> <p>Less Waste was landfilled than originally predicted (and therefore savings on landfill tax paid) reducing the overall overspend to £690,000.</p>				
<b>Major Infrastructure Delivery</b>	1,000	1,472	+371	+34
The overspend is due to legal and maintenance work relating to the Busway defects.				
<b>Transport Strategy and Policy</b>	103	391	+288	+279
<p>The majority of the work in this area is charged to capital schemes, however there are a number of areas which have been charged to revenue this year:-</p> <ul style="list-style-type: none"> <li>• Model development and maintenance, including surveys.</li> <li>• Strategy development (planned and ad hoc).</li> <li>• Engagement in national / regional transport (including rail and trunk road).</li> </ul>				
<b>Highways Development Management</b>	0	-651	-651	0
Section 106 and section 38 fees have come in higher than expected for new developments and led to an overachievement of income.				

### APPENDIX 3 – Grant Income Analysis

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

<b>Grant</b>	<b>Awarding Body</b>	<b>Expected Amount £'000</b>
<b>Grants as per Business Plan</b>	Various	29,108
Adjustment re Combined Authority levy		-13,615
Amendment re Waste PFI grant		-100
Non-material grants (+/- £30k)		0
<b>Total Grants 2018/19</b>		<b>15,593</b>

## APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
<b>Budget as per Business Plan</b>	41,428	
Funding of former commercial bus routes from earmarked reserve	+84	Agreed in 2017/18
Further funding of former commercial bus routes from earmarked reserve	+211	Agreed in 2018/19
Transfer unspent Combined Authority contribution budget to CCC Finance Office budget to cover cost of Community Transport Audit investigation	-43	
Transfer of income budget for rent of Grand Arcade shop from Libraries to Property services.	+50	
Adjustment re Combined Authority levy	+13,615	Levy only due on transport functions
Allocation of budget to match Insurance charges	+1,764	
Non-material virements (+/- £30k)	+12	
<b>Current Budget 2018/19</b>	<b>57,120</b>	



## APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2018 £'000	Movement within Year £'000	Balance at 31st March 2019 £'000	Notes
<b>Equipment Reserves</b>				
Libraries - Vehicle replacement Fund	30	(30)	0	
<b>Sub total</b>	<b>30</b>	<b>(30)</b>	<b>0</b>	
<b>Other Earmarked Funds</b>				
Deflectograph Consortium	55	(12)	43	Partnership accounts, not solely CCC
Highways Searches	55	2	57	
On Street Parking	2,812	(616)	2,195	
Streetworks Permit scheme	117	88	205	
Highways Committed Sums	700	162	862	
Streetlighting - LED replacement	184	(152)	31	
Community Transport	444	93	537	
Guided Busway Liquidated Damages	(35)	35	0	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	59	(59)	0	
Flood Risk funding	20	0	20	
Proceeds of Crime	356	(100)	256	
Waste - Recycle for Cambridge & Peterborough (RECAP)	203	(82)	121	Partnership accounts, not solely CCC
Travel to Work	172	9	181	Partnership accounts, not solely CCC
Steer- Travel Plan+	54	(3)	52	
Northstowe Trust	101	0	101	
Archives Service Development	234	0	234	
Waste reserve	0	1,637	1,637	
Other earmarked reserves under £30k	(150)	(102)	(251)	
<b>Sub total</b>	<b>5,382</b>	<b>900</b>	<b>6,282</b>	
<b>Short Term Provision</b>				
Mobilising Local Energy Investment (MLEI)	55	(55)	0	
<b>Sub total</b>	<b>55</b>	<b>(55)</b>	<b>0</b>	
<b>Capital Reserves</b>				
Government Grants - Local Transport Plan	3,897	(3,897)	0	Account used for all of P&E
Other Government Grants	1,579	(148)	1,430	
Other Capital Funding	4,724	(86)	4,638	
<b>Sub total</b>	<b>10,200</b>	<b>(4,131)</b>	<b>6,069</b>	
<b>TOTAL</b>	<b>15,667</b>	<b>(3,317)</b>	<b>12,350</b>	

## APPENDIX 6 – Capital Expenditure and Funding

### Capital Expenditure

2018/19					TOTAL SCHEME	
Original 2018/19 Budget as per BP	Scheme	Revised Budget for 2018/19	Actual Spend (Yearend)	Actual Variance (Yearend)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000
	<b>Integrated Transport</b>					
200	- Major Scheme Development & Delivery	514	200	-314	513	0
682	- Local Infrastructure Improvements	876	814	-62	682	0
594	- Safety Schemes	594	693	99	594	0
345	- Strategy and Scheme Development work	631	670	39	345	0
1,346	- Delivering the Transport Strategy Aims	3,261	1,758	-1,503	3,313	0
23	- Air Quality Monitoring	35	35	0	35	0
14,591	<b>Operating the Network</b>	16,262	15,137	-1,125	16,004	0
	<b>Highway Services</b>					
4,300	- £90m Highways Maintenance schemes	3,062	4,600	1,538	83,200	0
0	- Pothole grant funding	2,415	2,441	26	2,415	0
0	- National Productivity Fund	692	840	148	2,890	0
0	- Challenge Fund	4,543	3,863	-680	6,250	0
0	- Safer Roads Fund	1,302	1,156	-146	1,302	0
0	- Additional Highways Maintenance	6,653	6,653	0	6,653	0
	<b>Environment &amp; Commercial Services</b>					
395	- Waste Infrastructure	300	120	-180	5,120	0
250	- Energy Efficiency Fund	374	223	-151	1,000	0
0	- Other Schemes	0	0	0	214	0
	<b>Cultural &amp; Community Services</b>					
2,611	- Cambridgeshire Archives	2,862	2,442	-420	5,180	0
1,321	- Libraries	2,835	60	-2,775	3,695	0
	<b>Infrastructure &amp; Growth Services</b>					
3,129	- Cycling Schemes	3,273	1,041	-2,232	17,650	0
0	- Huntingdon - West of Town Centre Link Road	957	66	-891	9,116	0
1,077	- Ely Crossing	13,109	12,640	-469	49,000	0
500	- Guided Busway	500	21	-479	148,886	0
6,663	- King's Dyke	6,000	5,263	-737	13,580	0
0	- Scheme Development for Highways Initiatives	388	147	-241	1,000	0
0	- A14	146	159	13	25,200	0
0	- Other schemes	45	25	-20	22	0
0	Combined Authority Schemes	4,437	4,543	106	4,422	0
	<b>Other Schemes</b>					
6,000	- Connecting Cambridgeshire	6,000	367	-5,633	36,290	0
<b>44,027</b>		<b>82,066</b>	<b>65,977</b>	<b>-16,089</b>	<b>444,571</b>	<b>0</b>
	Capitalisation of Interest	707	590	-117		
-8,071	Capital Programme variations	-14,931	0	14,931		
<b>35,956</b>	<b>Total including Capital Programme variations</b>	<b>67,842</b>	<b>66,567</b>	<b>-1,275</b>		

The increase between the original and revised budget is partly due to the carry forward of funding from 2017/18, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2017/18 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Additional grants have been awarded since the published business plan, these being 2 tranches of Pothole grant funding and further Safer Roads funding.

Following the October budget announcement, Cambridgeshire County Council has received an additional £6.653m of Local Highways Maintenance funding. This money is to be spent by 31 March 2019 on local highway maintenance including potholes, bridges and other minor highway maintenance works. In accordance with the Department for Transport (DfT) criteria, the use of this money will be published on the County Council website by the end of March 2019 with a copy sent to the DfT.

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.

### **Major Scheme Development & Delivery**

The underspend relates to work on the Northstowe bus link, this work will be carried out in 2019/20.

### **Safety Schemes**

There are a number of variances in this area, however there are 3 schemes which have overspent this financial year. The A142 Sutton/Mepal Bypass Route remedial study & implementation and the Gil gal Bend, Ely Road, Littleport have both overspent by a total of £112k. This relates to additional work being carried out which was not originally in the scope of the schemes. The third scheme, A1134 Cambridge, Trumpington Road jct with Chaucer Street, overspent by £56k due to the original budget being based on a historical cost estimate and the need to install additional street lighting.

### **Delivering the Transport Strategy Highway Schemes**

There is an underspend of £626k relating to 4 schemes where consultation has impacted upon the delivery. These schemes will now be delivered in early 2019/20. There has been a further £106k underspend which relates to work at Little Paxton, High Street as there has been third party land ownership issues which has restricted the scope of the scheme.

Further underspends have arisen due to the following schemes:-

B1049 Cottenham, Twentypence Road construction was removed at short notice at request of the parish £183k.

Cambridge, Oxford Rd / Windsor Rd Traffic calming £293k – still at consultation stage, and to be carried forward to 2019/20.

Also, C291/C292 Cambridge Victoria Ave/Maids Causeway - Pedestrian & cycle improvements – delays in design and now at consultation, to be carried forward to 2019/20.

### **Operating the Network**

A number of traffic signal schemes have been delayed due to issues with land and ongoing consultations, and will not be completed until 2019/20. The schemes are:-

C233 Cherry Hinton Rd Cambridge

C280 Cambridge Mill Rd  
B1101 March Dartford Rd  
B1049 Histon Water Lane

Bridges – Unexpected spend of £350k on Elizabeth Way bridge, Cambridge due to an expansion joint failing and urgent work being required to make the bridge safe.

### **£90m Highway schemes**

The £90million funds the highway capital maintenance programme and underpins a three-year rolling programme that is reviewed and approved by members annually. The schemes in this programme are delivered through the highway service contract with Skanska and using the Eastern Highway Alliance framework. During the course of the year it is not uncommon to see changes to the list of projects to be delivered. This is due to a mixture of other more appropriate funding sources becoming available, issues arising from detailed design that require longer to resolve, opportunities to deliver greater efficiencies and value for money through increased coordination, resource availability and innovation.

For the last 4 years the annual budget allocated from the £90m has been £6m and the programme of work to be delivered in year has been put together within this funding envelope. However the £6m budget for 2018/19 was reduced by £1.7m as part of the business planning process to account for expected savings from the Highways contract, leaving a works programme that exceeds the amount of money available. Whilst historically there is normally an underspend against the prudential borrowing programme, the reduced starting budget coupled with the addition of two further schemes to an existing package of work is resulting in the forecast overspend of £2m. The two additional schemes were due for delivery in 2019/20, however by bringing forward for deliver in 2018/19 this package created greater efficiencies and increased value for money.

The original plan was for £2m worth of these schemes to be covered by the additional Highways maintenance funding awarded in October 2018 and the borrowing re-phased into next year. However this £2m will now be used to cover the forecast overspend in 2018/19.

### **Challenge Fund**

The Challenge Fund programme of work is nearing completion with two schemes remaining, Stuntney Road and Mile End Road, which will be completed in 2019/20. The fund was awarded to the County Council following a successful bid in 2017, to tackle drought damaged roads in the Fen area. The criteria for the bid was the use of innovative repair techniques and the opportunity to carry out deep level repair rather than standard resurfacing. The discovery of hazardous material within the road foundations at a number of sites in the delivery programme has resulted in a forecast overspend of £372k. Due to the nature of the waste it cannot be recycled and put back into the carriageway foundations. Instead it has to be removed from site and carefully disposed of, which carries significant cost. In order to complete the remaining two schemes the overspend will be taken from the overachievement of income by Highways Development Management. The forecast overspend takes account of the two remaining schemes and use of the Development Management income will allow the Challenge Fund programme to be completed as per the original bid.

## **Cambridgeshire Archives**

The reduced spend figure in 2018/19 is based on a revised cashflow from the contractor. The scheme is still expected to spend to the total budget allocated.

## **Libraries**

Library schemes funded by developer contributions will not commence until 2019/20, these include Cambourne Library and a new library at Darwin Green.

### **Milton Road Library**

Expenditure on the refit of the new library will not take place until the new financial year.

### **Replacement of 2 Library mobiles**

Due to the long procurement process, expenditure for these vehicles will now not take place until next financial year.

### **Community Hub – Sawston**

Due to ongoing negotiations with the freeholder, this scheme has been delayed. The scheme is now projected to be completed in 2019-20.

## **Cycling Schemes**

### **- Cambridge Cycling Infrastructure (S106 funded projects)**

There is an underspend of £44,000 against the budget which will be carried forward into the 2019/20 financial year and used for other S106 cycling projects.

### **- City Cycling Ambition Fund**

A negative spend is currently shown for this Department for Transport funded programme. This reflects the fact that worst case scenario payments are initially made to utility companies. They then pay a refund on project completion. All of the projects in this programme are now complete except for Abbey-Chesterton Bridge, which is part-funded from this programme, so the refunded amount will be used for the bridge.

### **- Abbey-Chesterton Bridge**

The spend was £2,100,000 less than originally budgeted for this year due to delays in finalising land deals, and the budget will be carried forward into 2019/20 when the main construction work will take place.

## **Ely Crossing**

The total spend for this financial year is £12.6m. Included within this figure is funding for ongoing land compensation claims, which are likely to be paid out over the next couple of years.

## Huntingdon West of Town Centre Link Road

The spend for 2018/19 was £66,000 as a result of land negotiations not being resolved as originally anticipated. The remainder of the original £957,000 budget will be carried over to the 2019/20 financial year to cover potential land costs.

## King's Dyke

The spend for 2018/19 was £5.3m, less than was originally budgeted, to reflect the fact that Kier are likely to be in contract later than previously expected due to contractor delays in completing Stage 1 and providing a final target cost for negotiation.

## Connecting Cambridgeshire

Due to the nature of the contract with BT, the majority of the costs are back ended and expenditure will not be incurred until 2019/20 and 2020/21. The total scheme cost is still £36.29m.

### Capital Funding

2018/19				
Original 2018/19 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2018/19 £'000	Actual Spend (Yearend) £'000	Revised Funding Variance - Actual (Yearend) £'000
17,781	Local Transport Plan	17,801	17,801	0
373	Other DfT Grant funding	13,523	13,045	-478
1,287	Other Grants	5,708	4,941	-767
5,475	Developer Contributions	7,468	1,306	-6,162
8,170	Prudential Borrowing	23,641	16,708	-6,933
10,941	Other Contributions	14,632	12,766	-1,866
<b>44,027</b>		<b>82,773</b>	<b>66,567</b>	<b>-16,206</b>
<b>-8,071</b>	Capital Programme variations	-14,931	0	14,931
<b>35,956</b>	<b>Total including Capital Programme variations</b>	<b>67,842</b>	<b>66,567</b>	<b>-1,275</b>

The increase between the original and revised budget is partly due to the carry forward of funding from 2017/18, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2017/18 financial year. The phasing of a number of schemes have been reviewed since the published business plan. Additional grants have been awarded since the published business plan, these being 2 tranches of Pothole grant funding and further Safer Roads funding.

Funding	Amount (£m)	Reason for Change
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Revised Phasing (Specific Grant)	4.4	Rephasing of grant funding for King's Dyke (£4.4m) from 2017/18, costs to be incurred in 2018/19.
Additional Funding (Section 106 & CIL)	2.0	Additional developer contributions to be used for a number of schemes (£0.7m). Roll forward of CIL funding for Hunts Link Road for outstanding land compensation costs (£1.0m).
Revised Phasing (Other Contributions)	-2.7	Revised phasing of King's Dyke spend.
Additional Funding / Revised Phasing (DfT Grant)	13.2	Roll forward and additional Grant funding – National Productivity Fund (£0.7m), Challenge Fund (£1.1m), Safer Roads Fund (£1.3m), Cycle City Ambition Grant (£1.4m) and Pothole Action Fund (£2.4m). Additional Highways Maintenance (£6.653m)
Additional Funding / Revised Phasing (Prudential borrowing)	16.4	Additional funding required for increased costs for Ely Crossing (£9.2m). Rephasing of spend for Highways maintenance (£2.5m), Challenge Fund (£2.2m) and Sawston Community Hub (£1.4m)

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



### Economy and Environment


Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents									
Measure	Frequency	Previous period	Target	Actual	Date of latest data	Direction of travel (up is good, down is bad)	Current month RAG Status	Year-end prediction RAG Status	Comments
<b>Connecting Cambridgeshire (E&amp;E)</b>									
% of take-up in the intervention area as part of the superfast broadband rollout programme	Quarterly	58.50%	N/A	61.80%	31-Mar-19	↑	Contextual	Contextual	
% of premises in Cambridgeshire with access to at least superfast broadband	Quarterly	96.70%	95.20%	96.80%	31-Mar-19	↑	On target	On target	The percentage of premises in Cambridgeshire with access to at least superfast broadband continues to increase. The end of year figure is 96.8% which is above the 95.2% target.
<b>Traffic and travel (E&amp;E)</b>									
Local bus passenger journeys originating in the authority area	Annual	Approx. 18.7 million	19 million	Approx. 17.3 million	2017/18	↓ High is good	Off Target	Off Target	There is a national decline in bus passenger journeys and Cambridgeshire has been no exception. Uncertainty over funding and insecurity over the long term provision of services has led to passengers seeking alternative methods of travel. Moving forward the trend may be helped by the removal of parking charges at Park and Ride sites and through the introduction of Greater Cambridge Partnership schemes, although these are not planned until 2019/20 at the earliest.
The average journey time per mile during the morning peak on the most congested routes	Annual	4 minutes 52 seconds	4 minutes	4 minutes 45 seconds	September 2016 to August 2017	↑ Low is good	Off target	Off target	At 4.45 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 4.52 minutes.  The figure for Cambridge city is 5.29 minutes compared to the previous year's figure of 5.44 minutes.  The target for 2017/18 is to reduce this to 4 minutes per mile.
Average journey time per mile during afternoon peak	Annual	N/A	Not yet set - baseline	4	September 2016 to August 2017	Low is good	No target set	No target set	This is a new indicator for this set. These figures have come from the annual traffic census we conducted in 2017. This is a baseline figure from which a target could be developed.



Outcome: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents									
Measure	Frequency	Previous period	Target	Actual	Date of latest data	Direction of travel (up is good, down is bad)	Current month RAG Status	Year-end prediction RAG Status	Comments
<b>Traffic and Travel (E&amp;E)</b>									
Growth in cycling from a 2004/05 average baseline	Annual	74% increase	70% increase	71% increase	2018	 High is good	On target	On target	<p>Overall growth from the 2004-05 average baseline is 71%, which is better than the Council's target. There was a 2% decrease in cycle trips in 2018 compared with 2017.</p> <p>Cycling growth is measured by the overall increase across a number of automatic and manual count points located throughout Cambridgeshire, giving a large, robust sample.</p> <p>In 2004/05 there were approximately 40,000 cycle journeys measured in the sample. In 2018 there were approximately 69,000 cycle journeys measured in the sample, yielding a growth of 71% overall.</p>
Traffic entering and leaving Cambridge – motor vehicle total counts at Cambridge Radial Cordon	Annual	203,329	n/a	202,155	2018	 Low is good	No target set	No target set	In 2018, there were 202,155 motor vehicles entering and leaving Cambridge per 12-hour day (7am to 7pm). This is a decrease of 1% compared with 2017.
Changes in traffic flows within Cambridge – motor vehicle total counts at River Cam screenline	Annual	58,843	n/a	56,415	2018	 Low is good	No target set	No target set	The number of motor vehicles crossing the River Cam bridges within Cambridge per 12-hour day (7am to 7pm) was 56,415. This is a decrease of 4% compared with 2017 and a decrease of 11% compared with 10 years ago.
Changes in traffic flows entering Market Towns – motor vehicle counts for market towns in Cambridgeshire	Annual	405,004	n/a	412,060	2018	 Low is good	No target set	No target set	The numbers of motor vehicles entering and leaving the nine market towns per 12-hour day in 2018 were: Huntingdon 77,653, Wisbech 65,397, St. Neots 57,850, St. Ives 49,609, Ely 48,574, March 38,418, Whittlesey 34,180, Ramsey 19,642 and Chatteris 20,737. There was an increase in total motor vehicles entering and leaving the nine market towns in 2018 of 1.7% compared to 2017.
<b>Planning applications (E&amp;E)</b>									
The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	Quarterly	100%	100%	100%	1 Jan - 31 Mar 19		On target	On target	<p>If a Local Planning Authority (LPA) consistently fails to determine planning applications within the statutory timescales, without agreeing to an extension of time, then the Secretary of State can designate the LPA as underperforming and as a result applicants have the option of submitting their applications to the Planning Inspectorate for determination.</p> <p>If the LPA is designated as under performing then they will be expected to prepare an action plan to address areas of weakness contributing to under performance and therefore the percentage of applications that are determined within the agreed timescales is a Key Performance Indicator for the County Planning, Minerals and Waste team.</p>

## Place and Economy Operational Indicators

Outcome: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us									
Measure	Frequency	Previous period	Target	Actual	Date of latest data	Direction of travel (up is good, down is bad)	Current month RAG Status	Year-end prediction RAG Status	Comments
Place and Economy Operational Indicators (both E&E and HCI)									
% of Freedom of Information requests answered within 20 days	Monthly	88.0%	90%	70.6%	Mar-19	 High is good	Off Target	Within 10%	<p>A total of 17 Freedom of Information Requests were received during the month of March. 12 of these were responded to within the 20 working day deadline. Heads of Service are working with colleagues in the Information &amp; Records service to imbed a new response process following a business support restructure in late 2018.</p> <p>The year end performance is 80.6% which is within 10 percentage points of the target.</p>
% of complaints responded to within 10 days	Monthly	64%	90%	91%	Mar-19	 High is good	On Target	Within 10%	<p>66 complaints received for March, 60 were responded to within the 10 working days giving a 91% pass rate. The end of year performance is a <b>89.6%</b> pass rate.</p>

Outcome: Having Councillors and officers who are equipped for the future									
Measure	Frequency	Previous period	Target	Actual	Date of latest data	Direction of travel (up is good, down is bad)	Current month RAG Status	Year-end prediction RAG Status	Comments
Place and Economy Operational Indicators (both E&E and HCI)									
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.	Monthly	3.4 days per f.t.e.	6 days per f.t.e	3.6 days per f.t.e.	Mar-18	 Low is good			<p>The 12-month rolling average has increased slightly to at 3.6 days per full time equivalent (f.t.e.) and is still below (better than) the 6 day target.</p> <p>During March the total number of absence days within Place and Economy was 207 days based on 500 staff (f.t.e) working within the Service. The breakdown of absence shows that 137 days were short-term sickness and 70 days were long-term sickness.</p> <p><b>The launch of the new ERP Gold system has caused a delay in reports from this new data which means there is currently no data for the current financial year while new reports are written and tested.</b></p>



**RED** – Not delivered within the target completion date (financial year)

**AMBER** – Highlighted concerns regarding delivery by completion date

**GREEN** – On target to be delivered by completion date

Update as at 30.04.2019

## **CAMBRIDGE CITY WORKS PROGRAMME**

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/17 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2016/17

Total Local Highway Improvements (LHI) Schemes	22
Total Completed	21
Total Outstanding	1

Cllr Crawford 15644	Cherry Hinton	Rosemary Ln & Church End	Speed control measures	RED	Recent speed survey carried out along Church end as part of 18/19 scheme. Discussions taking place with County Cllr regarding best way forwards regarding specific control measures. Cty Cllr happy with data to date and this scheme is tied in with 18/19 and the insatllation of a give way feature.
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Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2017/18

Total LHI Schemes	39
Total Completed	36
Total Outstanding	3

Cllr Taylor 30CPX01643	Queen Edith	Queen Edith Way	MVAS	RED	Issue discussed with Cty Cllr via email. Interim way forward agreed with CCC operating the devices until ongoing liability issue is resolved with the city council. CCC now reviewing mounting locations and permissions from BBLP with regards to utilising existing lamp columns. Waiting on response to email from Cllr Taylor regarding possible locations for locating the device. BBLP to be consulted once response from CC receieved.
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Cllr Whitehead 16168	Abbey	Newmarket Rd/ Barnwell Rd roundabout	Improve safety for cyclists	RED	Currently in for TC 29/10/18. Contractor has confirmed work will take place on site from 22/04/19, <b>due to weather date now revised to 14/05/19.</b> Delays to date due to lead in times from other teams within the organisation, redesigned several times due to feedback from the cycling team and road safety team. Careful approach here due to the fact this is a cluster site. Works to be complete by end of financial year.
Cllr Manning 30CPX01653	Chesterton	High Street, Arbury Rd, Victoria Rd	MVAS	RED	Issue discussed with Cty Cllr via email. Interim way forwards agreed with CCC operating the devices until ongoing liability issue is resolved with the city council. CCC now reviewing mounting locations and permissions from BBLP with regards to utilising existing lamp columns. City Cllr Mike Sargeant updated and aware of this. BBLP to be consulted WC 06/05/19.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Current Year Schemes 2018/19					

Total LHI Schemes		27			
Total Completed		20			
Total Outstanding		7			
Cllr Jones 30CPX02274	Petersfield	Mill Road	Extend TRO operation	RED	Feedback from Cty Cllr regarding how they wish to proceed following TRO process. Attempts made to tie this in with the 19/20 LHI for the same proposal on the opposite side of the bridge. Will carry over as a result, however Cty Cllr has subsequently decided to deliver the schemes separately due to lead in times. Scheme submitted for TC 15/04/19
Cllr Manning 30CPX02276	Chesterton	Chesterton Road/Holme Croft	Increase Cycle Reservoir	RED	To be carried over due to need for TTRO for closure of the road, works scheduled for May 2019. TC received from contractor 29/04/19.
Cllr Kavanagh 30CPX02277	Coleridge	Coleridge Road	MVAS	RED	Issue discussed with Cty Cllr via email. Interim way forward agreed with CCC operating the devices until ongoing liability issue is resolved with the city council. CCC now reviewing mounting locations and permissions from BBLP with regards to utilising existing lamp columns. Noel Kavanagh updated regarding this and aware. BBLP to be consulted WC 06/05/19.
Cllr Taylor 30CPX02278	Queen Ediths	Hills Road	Cycle Racks and hardstanding	RED	Scheme with City Council and to be delivered by them. Will be carried over due to design lead in times. City council chased, response and revised designs received 08/03. Design to be revised again and then submitted for pricing. Look to deliver June 2019. City Council chased 29/04/19 for requested redesign.

Cllr Richards 30CPX02279	Castle	Mnt Pleasant/Shelly Row/Albion Row	20 mph zone	RED	Scheme with City Council and to be delivered by them. Will be carried over due to design lead in times. Consultation running through April. Once complete this will be sent off for costing. Estimated delivery on site - June / July 2019.
Cllr Crawford 30CPX02285	Cherry Hinton	Church End	Point closure to prevent through traffic	RED	Scheme will carry over into new FY. Currently awaiting safety audit on proposed give way feature. Delays to date due to scope changes from original LHI application and investigation on suitable solutions by officers. Scheme currently being safety audited.
Cllr Jones 30CPX02296	Petersfield	Great Northern Road	Zebra crossing	RED	Sent to BBLP for lighting design 06/12, still waiting on this. Need lighting design before the scheme can be sent off for stage 2 safety audit. Cty Cllr aware. Delivery now expected June / July 2019.

### **SOUTH CAMBRIDGESHIRE WORKS PROGRAMME**

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Current Year Schemes 2018/19					

Total LHI Schemes		25*			
Total Completed		18			
Total Outstanding		7			
Cllr Batchelor 30CPX02364	Balsham	High Street	Zebra	RED	Due to issues with developer this will be carried into next year. Will focus this year on getting flashing signs installed and progress zebra as far as possible. Site meeting being arranged with development management to push developer along. PC aware.
Cllr Howell 30CPX02351	Bourn	High Street	Footpath widening	RED	Scheme will be carried over as TTRO is needed for the work. Scheme to be delivered May / June 2019. Parish and Cty Cllr made aware. Awaiting TC for work from contractor. Submitted for costing start of April.
Cllr Howell 30CPX02365	Cambourne	School Lane	Zebra	RED	Scheme will carry over due to lead in times with BBLP for lighting works. NOI being advertised in press next week and scheme submitted for TC end of WC 29/04/19

Cllr Smith 30CPX02353	Elsworth	Brockley Road	20 mph zone (previously GW feature)	RED	PC have now requested a 20mph zone, scope agreed, now collecting speed data through village to evidence change in limit. Speed boxes have been put up and data is now being reviewed, response to be sent to the PC and County Cllr regrading the captured data by 10/05/19.
Cllr Joseph 30CPX02367	Grantchester	Village wide	20 limit/traffic calming/village gateways/DYLs	RED	Delays due to scope changes from the parish council. Design now agreed and submitted for auditing. Due to lead in times the scheme will be carried over into next FY. However the lining and 20mph zone works will be delivered this FY, with priority build outs in June / July 19.
Cllr Hickford 30CPX02360	Newton	Whittlesford Road/Cambridge Road/Fowlmere Road	Speed cushions/lining adjustments	RED	Due to lead in times the scheme will carry over into new FY. Parish and Cty Cllr made aware of this. Design currently being reviewed and will, subject to PC consent be packaged together with similar schemes from 19/20 LHI process to deliver best value for money.
Cllr Wotherspoon 30CPX02356	Rampton	King Street	Street light	RED	Due to UKPN issues, suggested to the PC that the scheme is not delivered. Awaiting PC response. PC chased, and they wont make a decision until April 19 at their next meeting.

## **HUNTINGDONSHIRE WORKS PROGRAMME**

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2017/18					
Total LHI Schemes		24			
Total Completed		23			
Total Outstanding		1			
Cllr Wisson 30CPX01574	St Neots	Loves farm	Managed parking control scheme for the whole estate	RED	<p>Formal consultation completed and work now submitted for target cost. Delays in scheme to date have largely been down to the amount of consultation required and the level of stakeholder interest in the proposed changes to the existing highway layout.</p> <p>This has also required reconciling with the previous scheme delivered in 15/16 through Longsands area of St Neots.</p> <p>Delegated decision taken on 4th March 2019. Implement the Scheme on the Southern part of the Love's Farm plus in selected locations further North.</p>

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	
Current Year Schemes 2018/19					

Total LHI Schemes		23*	*includes 1 x A14 community funded schemes		
Total Completed		9			
Total Outstanding		14			
Cllr Gardener 30CPX02342	Alconbury	Great North Road	Unsuitable for HGV's' sign and additional weight limit signs	RED	Installation commences 10/05/19
Cllr Wells 30CPX02335	Little Paxton	Mill Lane	Zebra crossing	RED	Target Cost requested Jan 18th. Road Closure applied for and application to Highways England sent through. Likely to run into new FY due to lead in times.
Cllr Sanderson 30CPX02328	Huntingdon	California Road	Speed table	RED	Road closure submitted 09/04/19. Order raised LA 430908 01/04/19
Cllr Sanderson 30CPX02329	Huntingdon	Various Streets	Various parking restrictions	RED	Requires delegated decision & redesign due to objections. Report being written & then mtg with Councillors + Managers TC requested Delegated Decision about to be published
Cllr Bywater 30CPX02348	Glatton	Glatton Ways / Infield Rd / Sawtry Rd / High Haden Rd	Gateway features on entrances to village	RED	Installation commences 01/05/19
Cllr Shellens 30CPX02330	Huntingdon	Sapley Road	Replace give way feature with speed table, install pair of speed cushions	RED	Town Council have agreed additional funding for scheme. Scheme will carry over to 2019/20 Revised TC requested Jan 2019. Road closure req. 25/02/19 TC chased-up
Cllr Giles 30CPX02337	St Neots	Nelson Road / Bushmead Road	Junction widening and improvements	RED	Trial holes complete. Need to serve notice on utility companies as they are at incorrect depths. Detailed design almost complete. Likely to run into new FY.
Cllr Gardener 30CPX02347	Tilbrook	High Street / Station Road	MVAS and 20mph limit (Station Rd)	RED	MVAS delivered. Start on site 01/04/19
Cllr Costello 30CPX02332	Ramsey Heights	Uggmere Court Road	MVAS, gateways and improved signing/lining	RED	(MVAS) cost £2748 & Order Raised 02-May-19
Cllr Fuller 30CPX02327	St Ives	Marley Road	Improve warning signs/lines	RED	Awaiting start date. Ordered on 09-Apr-19
Cllr Downes 30CPX02334	Brampton	Village area	20mph limit around village	RED	Formal consultation complete, objections to scheme. Delegated decision recently undertaken. Target cost to be submitted soon. Look to implement May/Jun-19



Cllr Rogers 30CPX02345	Abbots Ripton	B1090 / Station Rd / Huntingdon Rd	MVAS and 40mph buffer zones on each village approach	RED	Request for new TC sent 22.03.2019 Awaiting Target Cost, chased with contractor.
Cllr Rogers 30CPX02333	Upwood and The Raveleys	Huntingdon Road	MVAS	RED	LA429717 Order placed Work started on site, awaiting site inspection May 19.
Cllr Downes A14 Community Fund	Buckden	Mill Road / Church Street	Zebra crossing	RED	WORKS ALMOST COMPLETE -awaiting electrical connection, due by end of May or earlier (issues with UK-PN)

## **FENLAND WORKS PROGRAMME**

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2017/18					

Total LHI Schemes		13			
Total Completed		12			
Total Outstanding		1			
Cllr King 30CPX01592	Parson Drove	Sealeys Lane	Footway Extension	RED	TC has now been agreed, order raised and works programmes for 07/05/19. Delays to date due to needing to get the design approved by the drainage board. Despite chasing this additional phase added a considerable amount of time to the design process, the design has now been agreed and finalised. 2019/20 works also included for delivery within the same delivery window.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Current Year Schemes 2018/19					

Total LHI Schemes		13			
Total Completed		4			
Total Outstanding		9			
Cllr King 30CPX02321	Wisbech St Mary	Leverington Common	Lining/ coloured surfacing at Bellamy's Bridge	RED	Works ordered, programmed delivery date 13/05/19

Cllr Conner 30CPX02317	Whittlesey	Coates/ Eastrea	Provide MVAS/ SID	RED	Awaiting collection by Parish Council, no date given by Parish Council
Cllr Hoy 30CPX02313	Wisbech	Ramnoth Rd, Money Bank, QE Drive, Copperfields, Mansell Rd	Extend existing DYL	RED	TC received 14/03/19 being reviewed. Legal order being made for the 14th May, go live date 17th May. Traffic management in place to clear parking to allow works to take place.
Cllr Count & Cllr French 30CPX02323	Christchurch	Upwell Road	Gateway feature at Upwell Road & upgrade existing cross road warning sign	RED	Signs completed, awaiting gates. Chased with Skanska 7th March, awaiting information
Cllr King 30CPX02316	Wisbech St Mary	High Road	Reduced localised speed limit with 40mph buffer & traffic calming	RED	Works ordered, awaiting programme date for works and TRO implementation
Cllr Count & Cllr French 30CPX02325	March	FP between Suffolk Way & Eastwood Avenue	Install bollards/ kissing gate	RED	Re-design is required as the scheme installed did not meet the expectations of the applicant and did not solve the objective, awaiting FDC permissions to install.
Cllr King 30CPX02315	Tydd St Giles	Kirkgate	Provide MVAS/ SID	RED	Awaiting collection by Parish Council, no date given, TC for post received & works ordered 14/03/19
Cllr King 30CPX02320	Gorefield	High Road	Gateway feature on east & west approach	RED	Order raised 16/01. Skanska programme date 25/03/19, 2 days work - Anticipated works complete, need to check on site
Cllr Tierney & Cllr Hoy 30CPX02314	Wisbech	Colville Road/ Trafford Road	Build out inc. cushion	RED	Following TRO process residents now request scheme is withdrawn, waiting on feedback from County Cllr for area.

## **EAST WORKS PROGRAMME**

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2017/18

Total LHI Schemes	13
Total Completed	10
Total Outstanding	3

Cllr Dupre 30CPX01609	Witchford	Main Street	Footway Widening	RED	Works were held back to be delivered with their 18/19 LHI Scheme as it made sense to package together. However we have encountered issues with the current placement of the bus stand (as per comments below). Scheme to be split into separate works to prevent further hold up. Awaiting the Target Cost to be split down by Skanska (expected end April).
Cllr Schuman 30CPX01607	Burwell	Ness Road	Safer crossing point and speed reduction / calming	RED	Remedial works complete, with the exception of lining (programmed 13/05). BBLP having issues with connecting up one side due to Cadent.
Cllr Schuman 30CPX01610	Fordham	Isleham Road	40mph speed limit from Barrowfield Farm. Raised Zebra crossing outside the school.	RED	Works predominantly complete, further lining to be completed. BBLP need to connect, seeking permission from school.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Current Year Schemes 2018/19					

Total LHI Schemes		12			
Total Completed		6			
Total Outstanding		6			
Cllr Dupre 30CPX02307	Pymoor	Various	Change core to 30, keep 40 approaches. Remove VAS & install MVAS	RED	Skanska to complete works and resolve defects
Cllr Dupre 30CPX01609	Witchford	Main Street	Raised table	RED	Scheme to be split into separate works to prevent further hold up. Target cost received, needs to be broken down (awaiting info from Skanska). School & Parish Council are discussing issues relating to the design, awaiting confirmation of how to proceed.
Cllr Dupre 30CPX02308	Sutton	High Street	Junction re-prioritisation	RED	Delegated decision undertaken 23.04.2019, scheme to progress. Works ordered 30th April 2019 and awaiting start date.
Cllr Every 30CPX02310	Ely - Queen Adelaide	Ely Road, Mile End Road, Puntney Hill Road	Buffer zones and gateway features	RED	Works ordered, programmed for 06/05
Cllr Schuman 30CPX02304	Fordham	Mildenhall Road, Church Street junction	Improve sign and lining at junction	RED	Work commenced. Signing complete, lining still to be completed.
Cllr Bailey 30CPX02311	Ely	Forehill	Shallow table at bottom of Forehill	RED	Revised TC received, order to be amended as of 29/04

<b>COUNTRYWIDE SUMMARY</b>											Update as at the 10.04.2019
Removed 1st January 2017 to Date		89									
Planted 1st January 2017 to Date		81									
<b>CAMBRIDGE CITY TREE WORKS</b>											
Total Removed in Current Month		MAR	0								
Total Planted in Current Month		MAR	1								
District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Quarterly Report	Replace Date	Cllr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
City	Coleridge	Coldhams Lane	6	Subsidence	NA	NA	NA	2017 Jan-June	With City	Sandra Crawford	Working with City Council Tree Team, who notify Cllr/Parish
City	Castle	Frenchs Road	1	Obstruction	NA	NA	NA	2017 July-Dec	With City	J Scutt	Working with City Council Tree Team, who notify Cllr/Parish
City	Castle	Mitchams Corner	3	Obstruction	NA	NA	NA	2018 Jan-June	With City	Claire Richards	Working with City Council Tree Team, who notify Cllr/Parish
City	Newnham	Skaters Meadow	1						2019-03-25		
Removed 1st January 2017 to Date		11									
Replaced 1st January 2017 to Date		3									

SOUTH TREE WORKS											
Total Removed in Current Month			MAR	0							
Total Planted in Current Month			MAR	0							
District	Parish	Location	Number of trees	Reason Removed	CLlr Informed	Parish informed	Removal Date	Quarterly Report	Replace Date	CLlr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
South	Comberton	Kentings	1	Diseased / Dead	N/A	N/A	2017-06-23	2017 Jan-June	N/A	Lina Joseph	This came from the tree officer at the Parish Council - No request for a replacement tree - LA 408915
South	Cottenham	Twentypence Road	2	Natural Disaster	2017-12-02	2017-12-02	2017-04-11	2017 Jan-June	TBC	Tim Wotherspoon	CLlr informed, awaiting response
South	Duxford	Ickleton Road	1	Diseased / Dead	2017-02-02	2017-02-02	2017-03-30	2017 Jan-June	TBC	Topping	Awaiting correspondence with Parish
South	Sawston	Mill Lane	12	Diseased / Dead	2017-12-02	2017-12-02	2017-04-02	2017 Jan-June	TBC	Hickford & Cuffley	x12 (Cherry trees, confirmed by tree officer dead) Parish owned trees on Highway land, being replaced by parish. CLlr informed.
South	Little Shelford	Whittlesford Road	1	Obstruction	2018-10-25	2018-10-25	2017-10-27	2017 July-Dec	TBC	Hickford & Cuffley	Reported by member of public - tree dangerous. CLlr informed- LA 411361
South	Longstowe	High Street	1	Diseased / Dead	2017-10-10	2017-10-10	2017-12-19	2017 July-Dec	N/A	Mark Howell	Informed by Wildlife Trust - ash tree dangerous over layby where cars park to visit nature reserve. Inspection showed dead and required removing -CLlr informed. LA 413553. No request for replacement.
South	Oakington	Queensway	3	Diseased / Dead	2018-10-25	2018-10-25	2017-10-12	2017 July-Dec	TBC	Hudson	This is 2 prunus and 1 apple tree on the entrance to Queens way that required removing, dead.diseased. CLlr informed. LA411674
South	Sawston	Resbury Close	1	Diseased / Dead	2018-10-25	2018-10-25	2017-12-19	2017 July-Dec	TBC	Hickford & Cuffley	Tree Officer reported as dead tree requiring removal, CLlr informed - LA 410776
South	Bassingbourn	North End	2	Diseased / Dead	2018-10-29	2018-10-29	2018-05-11	2018 Jan-June	TBC	Susan van de Ven	Prunus Pissardii x2 trees, 1 - sustained damage too significant for the tree to remain and 2 - infected with decay fungi. Tree Officer advised to remove both. CLlr informed. LA 417347, Resident stated they did not want trees replacing outside their property.
South	Bourn	Riddy Lane (behind 3 Baldwins Close)	1	Diseased / Dead	2018-10-29	2018-10-29	2018-03-09	2018 Jan-June	N/A	Lina Joseph	Parish complained of leaning/rocking Field Maple on verge. Tree Officer advised that tree required removing asap. CLlr informed. LA 415709. Tree was later found to be private so no replacement required.
South	Grantchester	Barton Road	1	Diseased / Dead	2018-10-29	2018-10-29	2018-02-13	2018 Jan-June	N/A	Lina Joseph	Large dead chestnut tree on highways verge, overhanging the cycle path, branches unsafe, possible danger. CLlr informed LA 413552. No replacement requested.
South	Histon	Parlour Close	1	Damaged	2017-12-02	2017-12-02	2018-01-30	2018 Jan-June	TBC	Jenkins	Tree damaged. Member of public informed that tree was overgrown and has started to raise paving slabs and driveway, damaging property in close vicinity - On inspection Maple tree required felling - CLlr informed - LA 414109
South	Girton	Thornton Close	1	Diseased / Dead	2018-10-25	2018-10-25	2018-02-12	2018 Jan-June	TBC	Harford	After inspection, tree required felling as dead - CLlr informed. LA 411887
South	Grantchester	Mill Way	1	Subsidence	2018-10-29	2018-10-29	2018-06-14	2018 July-Sept	TBC	Lina Joseph	CLlr informed, awaiting response. Tree removed before current LHO took over parish.
South	Little Wilbraham	O/s 89 High Street	1	Obstruction	2018-06-01	2018-06-01	2018-08-07	2018 July-Sept	2018-08-07	John Williams	LA 424465 removed tree due to damage being caused to residents driveway, replaced in different location
South	Waterbeach	Clayhithe Road	1	Diseased / Dead	2019-03-11	2019-03-11				Anna Bradnam	Currently awaiting a revised quote after PC have advised on what replacement tree they would like and the location of where they would like the tree placed
Removed 1st January 2017 to Date			31								
Replaced 1st January 2017 to Date			1								

EAST TREE WORKS											
Total Removed in Current Month			MAR	0							
Total Planted in Current Month			MAR	70							
District	Parish	Location	Number of tree	Reason Removed	Cllr Informed	Parish informed	Removal Date	Quarterly Report	Replace Date	Cllr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
East	Ely	The Gallery	1	Diseased / Dead	2017-09-01	2017-09-01	2017-06-22	2017 Jan-June	2018-07-09	Anna Bailey	The Gallery Ely – Trees felled following assessment by Tree Officer, Replacements planted, Cllrs informed (01/09/2017)
East	Littleport	Queens Road no.5	1	Diseased / Dead	2017-03-24	2017-03-24	2017-05-03	2017 Jan-June	2018-07-16	Ambrose Smith	5 Queens Road Lport – Tree felled following assessment by Tree Officer, Replacement planted, Cllr informed (23/03/2017)
East	Ely	Angel Drove	1	Diseased / Dead	2017-09-01	2017-09-01	2017-06-22	2017 Jan-June	2018-08-28	Anna Bailey	Removed following assessment by Tree Officer, replacement tree agreed with Cllr for the Gallery Ely
East	Ely	Main St, Lt Thetford No.16	1	Diseased / Dead	2018-09-20	2018-08-02	2018-09-19	2018 July-Sept	TBC	Bill Hunt	Dead tree removed (19/09/18), following Tree Officer Assesment, Awaiting instuctions from Parish about replacement. Cllr aware, but not informed. I will inform Cllr officially once there is further information about the outcome of the replacement. SA
East	Ely	St Catherines	1	Diseased / Dead	2018-07-11	2018-07-11	2018-08-28	2018 July-Sept	2019-01-07	Anna Bailey	St Catherines Ely – Tree felled following results of PICUS test, Replacement ordered, Cllr informed (11/07/2018)
East	Ely	Lynn Road 83a/85	1	Natural Disater	2018-07-11	2018-07-11	2018-07-11	2018 July-Sept	TBC	Anna Bailey	Natural disaster – Replacement Tree ordered, Cllrs informed (11/07/2018) - LA418175
East	Ely	The Gallery	1	Diseased / Dead	2017-09-01	2017-06-22	Jan-June 2017	Diseased / Dead	2018-07-09	Anna Bailey	The Gallery Ely – Trees felled following assessment by Tree Officer, Replacements planted, Cllrs informed (01/09/2017)
East	Burwell	Causeway	1	Diseased / Dead	2018-11-19	2018-11-19	2018-11-19		TBC	Josh Schumann	Awaiting funds
Removed 1st January 2017 to Date			8								
Replaced 1st January 2017 to Date			74								
March Narrative for replacement											
East	Witchford	plot of land	70						2019-03-0		Trees Planted on land in Witchford village. Cllrs for this area were informed.

FENLAND TREE WORKS											
Total Removed in Current Month			MAR	0							
			MAR	0							
District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Quarterly Report	Replace Date	Cllr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
Fenland	Wisbech	Westmead Avenue	1	Diseased / Dead	2018-02-20	2018-02-20	2017-06-03	2017 Jan-June	TBC	S Hoy	Tree removed following assessment by Tree Officer. Cllr Hoy informed.
Fenland	March	Elliott Road (Avenue Jct with)	1	Diseased / Dead	2018-02-20	2018-02-20	2017-10-11	2017 July-Dec	TBC	French	Tree removed following assessment by Tree Officer. AH informed Cllr French 20/02/18 and chased 19/10/18 LA413063 To be confirmed - X1 previously on sheet to investigate
Fenland	Wisbech	Southwell Rd	1	Natural Disaster	2018-02-20	2018-02-20	2018-01-30	2018 Jan-June	TBC	S Hoy	LA416416 Will ask SN to chase Cllr Hoy. Steve emailed Cllr Hoy 19/10/18
Fenland	March	Elwyndene Road	1	Diseased / Dead	2018-05-21	2018-10-23	2018-05-21	2018 Jan-June	TBC	French	Cllr French informed 21/05/18 and chased 23/10/18 LA420182
Removed 1st January 2017 to Date			4								
Replaced 1st January 2017 to Date			0								



HUNTINGDON TREE WORKS											
Total Removed in Current Month			MAR	3							
Total Planted in Current Month			MAR	3							
District	Parish	Location	Number of trees	Reason Removed	CIlr Informed	Parish informed	Removal Date	Quarterly Report	Replace Date	CIlr name	Other information needed: case progress, LA Code. Contact name, works ordered
Hunts	Eaton Ford	Orchard Close	2	Diseased / Dead	2018-03-27	2018-10-29	2017-01-19	2017 Jan-June	TBC	Giles/Chapman	Diseased tree felled following assessment by Tree Officer. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Elton	Back Lane	1	Subsidence	2018-03-27	2018-10-29	2017-04-18	2017 Jan-June	TBC	Bywater	Tree felled as it was causing severe damage to a stone wall in a conservation area. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Fenstanton	Harrison Way	1	Diseased / Dead	2018-03-27	2018-10-29	2017-03-19	2017 Jan-June	TBC	Bates	Diseased tree felled following assessment by Tree Officer. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Godmanchester	Cambridge Villas	3	Diseased / Dead	2018-03-27	2018-10-29	2017-06-06	2017 Jan-June	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. CIlr and TC informed. Awaiting TC/CIlr to suggest location for replacement tree
Hunts	Hartford	Longstaff Way	1	Subsidence	2018-03-27	2018-10-29	2017-06-27	2017 Jan-June	TBC	Shellens	Tree felled as it was causing damage to a house. CIlr and TC informed. Awaiting TC/CIlr to suggest location for replacement tree
Hunts	Hemingford Grey	The Thorpe	1	Natural Disaster	2018-03-27	2018-10-29	2017-05-11	2017 Jan-June	TBC	Bates	Tree fell following storm/high winds. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Huntingdon	Coldhams North	1	Diseased / Dead	2018-03-27	2018-10-29	2017-01-03	2017 Jan-June	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. CIlr and TC informed. Awaiting TC/CIlr to suggest location for replacement tree
Hunts	Huntingdon	Norfolk Road	2	Diseased / Dead	2018-03-27	2018-10-29	2017-01-03	2017 Jan-June	TBC	Shellens	Diseased tree felled following assessment by Tree Officer. CIlr and TC informed. Awaiting TC/CIlr to suggest location for replacement tree
Hunts	Huntingdon	Queens Drive	1	Diseased / Dead	2018-03-27	2018-10-29	2017-03--7	2017 Jan-June	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. CIlr and TC informed. Awaiting TC/CIlr to suggest location for replacement tree
Hunts	St Ives	Ramsey Rd	1	Natural Disaster	2018-03-27	2018-10-29	2017-05-12	2017 Jan-June	TBC	Reynolds & Fuller	Tree fell following storm/high winds. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Wyton	Banks End	1	Diseased / Dead	2018-03-27	2018-10-29	2017-06-02	2017 Jan-June	TBC	Bates	Diseased tree felled following assessment by Tree Officer. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Yaxley	Windsor Rd	1	Diseased / Dead	2018-03-27	2018-10-29	2017-03-23	2017 Jan-June	TBC	McGuire	Diseased tree felled following assessment by Tree Officer. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Warboys	Mill Green	2	Subsidence	2018-03-27	2018-10-29	2017-06-21	2017 Jan-June	TBC	Rogers	Trees felled as it was causing damage to a house. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Fenstanton	Little Moor	1	Diseased / Dead	2018-03-27	2018-10-29	2017-10-23	2017 July-Dec	TBC	Bates	Diseased tree felled following assessment by Tree Officer. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Hartford	Arundel Rd	1	Diseased / Dead	2018-03-27	2018-10-29	2017-11-15	2017 July-Dec	TBC	Shellens	Diseased tree felled following assessment by Tree Officer. CIlr and TC informed. Awaiting TC/CIlr to suggest location for replacement tree
Hunts	Huntingdon	Horse Common Lane	1	Diseased / Dead	2018-03-27	2018-10-29	2017-09-28	2017 July-Dec	TBC	Sanderson	Diseased tree felled following assessment by Tree Officer. CIlr and TC informed. Awaiting TC/CIlr to suggest location for replacement tree
Hunts	St Ives	Chestnut Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2017-07-04	2017 July-Dec	TBC	CIlr Reynolds/CIlr fuller	Diseased tree felled following assessment by Tree Officer. CIlr and TC informed. Awaiting TC/CIlr to suggest location for replacement tree
Hunts	St Neots	Cromwell Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2017-10-31	2017 July-Dec	TBC	Taylor & Wells	Diseased tree felled following assessment by Tree Officer. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Yaxley	London Rd/Broadway	1	Natural Disaster	2018-03-27	2018-10-29	2017-07-17	2017 July-Dec	TBC	McGuire	Tree fell following storm/high winds. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Yaxley	Windsor Rd	1	Subsidence	2018-03-27	2018-10-29	2017-10-19	2017 July-Dec	TBC	McGuire	Tree felled as it was causing damage to a house. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree
Hunts	Hilton	Graveley Way	1	Diseased / Dead	2018-03-27	2018-10-29	2017-11-23	2017 July-Dec	TBC	Bates	Diseased tree felled following assessment by Tree Officer. CIlr and PC informed. Awaiting PC/CIlr to suggest location for replacement tree



Hunts	Brampton	Buckden Road	1	Natural Disaster	2018-10-17	2018-10-17	2018-02--5	2018 Jan-June	TBC	Peter Downes	Near Golf Club Tree fell following storm/high winds. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Godmanchester	o/s School	1	Obstruction	2018-10-17	2018-10-17	2018-06-18	2018 Jan-June	TBC	Graham Wilson	Tree felled as it was causing an obstruction for children crossing outside the school. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Huntingdon	Claytons Way o/s no 13	1	Diseased / Dead	2018-10-17	2018-10-17	2018-05-18	2018 Jan-June	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Ramsey	Biggin Lane o/s 29	1	Natural Disaster	2018-10-17	2018-10-17	2018-03-21	2018 Jan-June	TBC	Adela Costello	Tree fell following storm/high winds. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Ramsey Heights	Upwood Rd o/s Clad's Cottage	1	Diseased / Dead	2018-10-17	2018-10-17	2018-02-18	2018 Jan-June	TBC	Adela Costello	Diseased poplar tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	St Ives	Ramsey Rd	1	Subsidence	2018-10-17	2018-10-17	2018-02-06	2018 Jan-June	TBC	Ryan Fuller	Tree felled as it was causing damage to a house. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree. LA406202 Adj 15 Teal Close
Hunts	Hemingford Grey	High St o/s no 2	1	Diseased / Dead	2018-10-17	2018-10-17	2018-06-07	2018 Jan-June	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Removed 1st January 2017 to Date			35								
Replaced 1st January 2017 to Date			3								
March Narrative for replacement											
Hunts	Godmanchester	London Road	1						2019-03-00		Tree planted - Graham Campbell
Hunts	Godmanchester	Pettit Road	1						2019-03-00		Tree planted
Hunts	Godmanchester	Drove House	1						2019-03-00		Tree planted

District	Parish	Location	Number of trees	Reason Removed	CIlr Informed	Parish informed	Removal Date	Quarterly Report	Replace Date	CIlr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
East	Ely	Downham Road	1	Diseased / Dead	2018-10-08	2018-10-08	2019-01-18	not on sheet	TBC	Anna Bailey	Dead Removed following assessment by Tree Officer, replacement tree agreed with CIlr
East	Ely	Nornea Lane	3	Diseased / Dead	2018-10-25	2018-10-25	2019-01-18	not on sheet	TBC	Anna Bailey	Dead Removed following assessment by Tree Officer, replacement tree agreed with CIlr
East	Ely	West Fen Rd	1	Unsuitable for Location	2018-08-02	2018-08-02	2019-01-18	not on sheet	TBC	Anna Bailey	CIlr informed, Replacement / Location discussed with CIlr (02/08/2018),
East	Haddenham	Aldreth Road	1	Diseased / Dead	2018-10-25	2018-10-25	Waiting	not on sheet	TBC	Bill Hunt	Dead Order raised to remove dead cherry tree in verge. No date yet. Awaiting replant info from parish.
East	Littleport	Hawthorn Close	1	Other	2018-08-02	2018-08-02	Waiting	not on sheet	TBC	Ambrose Smith	Instructed by RL to remove, PROW funding, CIlr informed, Replacement / Location discussed (02/08/2018)
East	Ely	Buttermarket	1	Diseased / Dead	2019-01-14	2019-01-14	Waiting		TBC	Anna Bailey	Dead Removed following assessment by Tree Officer, replacement tree agreed with CIlr
East	Ely	Barton Square	1		2019-02-15	2019-02-15	Waiting	Dead	TBC	Anna Bailey	Dead Removed following assessment by Tree Officer, replacement tree agreed with CIlr

### **Summary of Place & Economy establishment (P&E)**

The table below shows:

- Number of FTE employed in P&E
- Number of vacant FTE the service want to hold in P&E
- Total number FTE on the establishment
- The percentage of the total establishment which are vacant posts

### **Notes on data:**

The current vacancies within P&E represent 11.6% of the total P&E establishment. The only change for March 2019 has been in Highways. NB. Libraries are holding 9 vacancies in 2018/19 to meet budget requirements.

		Sum of FTE employed	Sum of Vacancy FTE	Total FTE on establishment	The % of total establishment which are vacant posts
<b>Grand Total</b>		<b>644</b>	<b>84.70</b>	<b>728.70</b>	<b>11.6%</b>
Cultural & Community Services	Asst Dir - Cultural & Community Services	2	0	2	0.0%
	Coroners	22	2	24	8.3%
	Cultural Services	5	0	5	0.0%
	Passenger Transport other	12	2	14	14.3%
	Public Library Services	172	21.50	193.50	11.1%
	Archives	16	0	16	0.0%
	Registration & Citizenship Services	23	1.2	24.2	5.0%
<b>Cultural &amp; Community Services Total</b>		<b>252</b>	<b>26.70</b>	<b>278.70</b>	<b>9.6%</b>
Environmental & Commercial Services	Asst Dir - Environment & Commercial Services	1	2	3	66.7%
	Energy	7	1	8	12.5%
	Flood Risk Management	8	2	10	20.0%
	Historic Environment	10	0	10	0.0%
	County Planning Minerals & Waste	12	0	12	0.0%
	Waste Disposal including PFI	7	1	8	12.5%
	Outdoor Education (includes Grafham Water)	78	4	82	4.9%
<b>Environmental &amp; Commercial Services Total</b>		<b>123</b>	<b>10</b>	<b>133</b>	<b>7.5%</b>
Highways	Assist Dir - Highways	2	0	0	0.0%
	Asset Management	15	2	17	11.7%
	Highways Maintenance	34	4	38	10.5%
	Highways Other	9	2	11	18.1%
	Highways Projects and Road Safety	62	8	70	11.4%
	Park & Ride	17	0	17	0.0%
	Parking Enforcement	16	2	18	11.1%
	Street Lighting	2	2	4	50.0%
	Traffic Management	37	9	46	19.5%
<b>Highways Total</b>		<b>193</b>	<b>28</b>	<b>221</b>	<b>12.6%</b>
Infrastructure & Growth	Asst Dir - Infrastructure & Growth	2	1	3	33.3%
	Growth & Development	12	3	15	20.0%
	Highways Development Management	12	4	16	25.0%
	Major Infrastructure Delivery	29	7	36	19.4%
	Transport & Infrastructure Policy & Funding	16	3	19	15.8%
<b>Infrastructure &amp; Growth Total</b>		<b>71</b>	<b>18</b>	<b>89</b>	<b>20.2%</b>
Exec Dir	Executive Director	5	2	7	28.6%
	Business Support	0	0	0	0.0%
<b>Exec Dir Total</b>		<b>5</b>	<b>2</b>	<b>7</b>	<b>28.6%</b>

## LTP Integrated Transport Block – County-wide Minor Cycling and Walking Improvements

In the LTP Integrated Transport Block funding for Delivering Transport Strategy Aims there is a budget of £35,000 for County-wide minor cycling and walking improvements. Last year, Members requested a breakdown of the expenditure to be provided at year-end. Here's the breakdown for 2018/19.

The spending each year may over or under-spend depending on the needs in-year. In 2017-18 the actual expenditure was slightly under. This year 2018/19 it's slightly over.

### Breakdown of the expenditure on county-wide minor cycling walking improvements

<u>Description of spend</u>	<u>Location</u>	<u>Amount</u>
Repair of automatic cycle counters	Cambridge	£9,215.50
Re marking lines in Wisbech Park	Wisbech	£395.00
Delivery of Cycle Maps to Ely Tourist Office	Ely	£28.10
Legal advice relating to horses and shared paths	Countywide	£391.68
Legal advice of bike share schemes	Cambridge	£428.80
Filming interactions at cycle zebra, Huntingdon Rd	Cambridge	£1,940.00
Contribution towards Sustrans BikeLife project	Cambridge & South Cambs	£10,000.00
Topographical survey near Science Park	Milton	£3,008.14
Base for benches Broadway, Farcet	Farcet	£1,471.73
Dropped kerbs for cycle access Stour Green, Ely	Ely	£3,175.55
Removal of signs Burrell's Walk, Cambridge	Cambridge	£452.33
New cycle signage to Cambridge North Station	Cambridge and Milton	£1,426.31
Staff time Definitive Map Team, Fenstanton	Fenstanton	£334.50
Refund from BT for St Ives cycleway 2015	St Ives	-£3,674.21
Topographical survey on A1198 Papworth	Papworth	£9,488.14
Total		£38,081.57

**ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN, TRAINING PLAN  
AND APPOINTMENTS TO OUTSIDE BODIES AND INTERNAL ADVISORY  
GROUPS AND PANELS**

*To:* **Economy and Environment Committee**

*Meeting Date:* **23rd May 2019**

*From:* **Chief Executive**

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

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

*Purpose:* **To review the Committee's agenda plan and training plan,  
and to consider appointments to outside bodies and  
internal advisory groups and panels.**

*Recommendation:*

**It is recommended that the Economy and Environment Committee:**

- (i) review its agenda plan attached at Appendix 1;**
- (ii) review its training plan attached at Appendix 2;**
- (iii) agree the appointments to outside bodies as detailed in Appendix 3 with any changes to be agreed at the meeting and to confirm that the following organisations / groups no longer require appointments to be made and should be deleted:**
  - **A47 Corridor Feasibility Study: Stakeholder Reference Group**
  - **Ely Southern Bypass Project Board**
  - **Enterprise Zone Steering Group**
  - **European Metal Recycling Liaison Group (Snailwell)**
  - **Greater Cambridge Partnership Housing Development Agency**
  - **Growth Delivery Joint East Cambridgeshire District Council/Cambridgeshire County Council Member Liaison Group**
  - **Joint Strategic Transport and Spatial Planning Group**
  - **Ouse Washes Strategic Group**
  - **Woodhatch Farm Waste Recycling Site Liaison Group (Ellington)**
  - **WREN [Waste Recycling Environmental]**
- iv) To appoint a replacement for Councillor Fuller on the Huntingdonshire Growth and Infrastructure Group.**
- (v) To agree that Councillor Mandy Smith be appointed as an observer to the Cambridgeshire Flood Risk Management Partnership.**
- vi) Agree the appointments to Internal Advisory Groups and Panels as detailed in Appendix 4 with any changes to be agreed at the meeting and to confirm that the following advisory groups no longer require appointments to be made and should be deleted:**
  - **Chesterton Station Interchange (Cambridge North).**
  - **Joint East Cambridgeshire District Council and Cambridgeshire County Council Member and Officer Steering Group for Planning and Transport**
  - **Total Transport Policy Member Steering Group**

<b>Officer contact:</b>		<b>Member contacts:</b>	
Name:	Rob Sanderson	Names:	Councillors Bates & Wotherspoon
Post:	Democratic Services Manager	Post:	Chairman/Vice-Chairman
Email:	<a href="mailto:Rob.sanderson@cambridgeshire.gov.uk">Rob.sanderson@cambridgeshire.gov.uk</a>	Email:	<a href="mailto:Ian.Bates@cambridgeshire.gov.uk">Ian.Bates@cambridgeshire.gov.uk</a>
			<a href="mailto:Timothy.Wotherspoon@cambridgeshire.gov.uk">Timothy.Wotherspoon@cambridgeshire.gov.uk</a>
Tel:	01223 699181	Tel:	01223 706398

## 1. BACKGROUND

- 1.1 The Economy and Environment Committee reviews its agenda plan and training plan at every meeting.

### Committee Plan

- 1.2 Appendix 1 sets out the current agenda plan. The Committee is invited to confirm that the June Reserve committee date should not go ahead.

### Training Plan

- 1.3 The agreed Training Plan set out at Appendix 2 has now been discharged. Members are invited to consider whether the Committee has any further training requirements.

### Rules on Outside Bodies Appointments and County Advisory Groups

- 1.4 The County Council's Constitution states that the General Purposes Committee has
- Authority to nominate representatives to Outside Bodies other than the Combined Authority, Greater Cambridge Partnership, Cambridgeshire and Peterborough Fire Authority, the County Councils Network Council and the Local Government Association
  - Authority to determine the Council's involvement in and representation on County Advisory Groups. The Committee may add to, delete or vary any of these advisory groups, or change their composition or terms of reference.
- 1.5 Appointments to Internal Advisory Groups and Panels are agreed by the relevant Policy and Service Committee.
- 1.6 On 1<sup>st</sup> June 2017, the Committee agreed to delegate, on a permanent basis between meetings, the appointment of representatives to any outstanding outside bodies, groups, panels and partnership liaison and advisory groups, within the remit of the Economy and Environment Committee, to the Executive Director: Economy, Transport & Environment (ETE) in consultation with the Chairman of the Committee.

## 2. APPOINTMENTS

2.1 The outside bodies where appointments are required are set out in **Appendix 3** to this report. The current representative(s) is indicated. It is proposed that the Committee should agree the appointments to these bodies with the following changes:

- **A47 Corridor Feasibility Study: Stakeholder Reference Group** – This Group no longer meets and can be deleted.
- **Ely Southern Bypass Project Board** – This Group is no longer needed as the Bypass has opened.
- **Enterprise Zone Steering Group** – This Group is no longer needed.
- **European Metal Recycling Liaison Group (Snailwell)** - The original aim of this group was to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern could be resolved. Following a query from Councillor Tierney the current County Council appointee that he not received any papers for meetings, enquiries with the lead contact officer Peter Vasey confirmed that the Group had not met for five to six years and issues of concern for the local community were now normally resolved with the Highways Agency and other bodies. He was happy that the County Council should cease making an appointment with the Group only likely to be reinstated should the local community request it.
- **Greater Cambridge Partnership Housing Development Agency** - The Housing Development Agency (HDA) was established in 2015 as part of the response to the Greater Cambridge City Deal need to deliver housing growth, and in particular affordable homes, although its remit is not restricted to the City Deal area. The County Council withdrew from the Agency some time ago as did South Cambridgeshire District Council so the governance now sits with the City Council only.
- **Growth Delivery Joint East Cambridgeshire District Council/Cambridgeshire County Council Member Liaison Group** - This no longer meets and can be deleted
- **Huntingdonshire Growth and Infrastructure Group**. The need for a replacement for Councillor Fuller.
- **Joint Strategic Transport and Spatial Planning Group** - this Group has not met for several years and is due to be replaced by a new Group likely to come forward in a report to the July Committee meeting.
- **Ouse Washes Strategic Group** – This group was formed to develop a shared appreciation of the value and the strategic challenges and opportunities of this area, within the current policy and legislative framework. This appointment is no longer required as the governance was refreshed awhile back and any strategic group would now meet by exception only.
- **Woodhatch Farm Waste Recycling Site Liaison Group (Ellington)** – this Group has not met for several years as there have not been any ongoing issues. The contact Kelly Howe has confirmed that the County Council should cease making an appointment with the Group only likely to be reinstated should the local community request it.
- **WREN [Waste Recycling Environmental]** Their grants process has changed and as a result they no longer convene local regional panels. Grants are now distributed centrally and therefore no councillor appointments are required.



2.2 The internal advisory groups and panels where appointments are required are set out in **Appendix 4** to this report. The current representative(s) is indicated. It is proposed that the Committee should agree the appointments to these bodies and that the following should be deleted:

- **Chesterton Station Interchange (Cambridge North)** - This Group never met and was dealt with by another forum.
- **Joint East Cambridgeshire District Council and Cambridgeshire County Council Member and Officer Steering Group for Planning and Transport** - The work on the Transport Strategy has been completed and the Committee has adopted it.
- **Total Transport Policy Member Steering Group** - Has not met for a year. This Group no longer has a role as the Combined Authority now oversees public Transport.

### 3. ALIGNMENT WITH CORPORATE PRIORITIES

#### 3.1 A good quality of life for everyone

There are no significant implications for this priority.

#### 3.2 Thriving places for people to live

There are no significant implications for this priority.

#### 3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

### 4. SIGNIFICANT IMPLICATIONS

4.1 There are no significant implications within these categories:

- Resource Implications
- Procurement/Contractual/Council Contract Procedure Rules Implications
- Statutory, Legal and Risk Implications
- Equality and Diversity Implications
- Engagement and Communications Implications
- Localism and Local Member Involvement
- Public Health Implications

Implications	Officer Clearance
<b>Have the resource implications been cleared by Finance?</b>	Not applicable
<b>Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by Finance?</b>	Not applicable
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Not applicable

<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Not applicable
<b>Have any engagement and communication implications been cleared by Communications?</b>	Not applicable
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Not applicable
<b>Have any Public Health implications been cleared by Public Health</b>	Not applicable

<b>Source Documents</b>	<b>Location</b>
General Purposes Agenda and Minutes – 29 May 2018	<a href="https://cambridgeshire.cmis.uk.com/ccclive/Committees/tabid/62/ctl/ViewCMIS_Committee_Details/mid/381/id/2/Default.aspx">https://cambridgeshire.cmis.uk.com/ccclive/Committees/tabid/62/ctl/ViewCMIS_Committee_Details/mid/381/id/2/Default.aspx</a>





# ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN

Published on 1st May 2019

Updated 14<sup>th</sup> May

## APPENDIX 1

### 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.

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
<b>23/05/19</b>				<b>10/05/19</b>	<b>14/05/19</b>
	Transport Scheme Development Programme including Review of Sifting Process	Karen Kitchener	Not applicable		
	Cambridge Capacity Study	Jeremy Smith / Andy Preston	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
<b>20/06/19 Reserve date)</b>				<b>07/06/19</b>	<b>11/06/19</b>

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
<b>11/07/19</b>	Highways Response to West Cambridge Master Planning Report	David Allatt	2018/040	<b>28/06/19</b>	<b>02/07/19</b>
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
	To establish a Transport Strategy Huntingdonshire Member Steering Group and appoint Members to it	Jack Eagle	Not applicable		
	Green Infrastructure Executive Board Appointment	Julie Beedon	Not applicable		
	Appointment of a new Joint Planning and Transport Advisory Group	Rob Sanderson Democratic Services	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
<b>15/08/19 Reserve Date)</b>				<b>02/08/19</b>	<b>06/08/19</b>
<b>19/09/19</b>	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable	<b>06/09/19</b>	<b>10/09/19</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
<b>17/10/19</b>	Cambridgeshire and Peterborough Minerals and Waste Local Plan – Submission Plan	Ann Barnes / Andy Preston		<b>04/10/19</b>	<b>08/10/19</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		

<b>Committee date</b>	<b>Agenda item</b>	<b>Lead officer</b>	<b>Reference if key decision</b>	<b>Deadline for draft reports</b>	<b>Agenda despatch date</b>
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
<b>14/11/19</b>	Risk Register Review	Graham Hughes		<b>01/11/19</b>	<b>05/11/19</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>05/12/19</b>	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable	<b>22/11/19</b>	<b>26/11/19</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>16/01/20</b>	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable	<b>03/01/20</b>	<b>07/01/20</b>
<b>06/02/20 (reserve date)</b>				<b>24/01/20</b>	<b>28/01/20</b>
<b>05/03/20</b>	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	<b>21/02/20</b>	<b>25/02/20</b>

<b>Committee date</b>	<b>Agenda item</b>	<b>Lead officer</b>	<b>Reference if key decision</b>	<b>Deadline for draft reports</b>	<b>Agenda despatch date</b>
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
<b>23/04/20</b>	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	<b>08/04/20</b>	<b>14/04/20</b>
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
<b>28/05/20</b>	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		



## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
1.	The Budget and ETE Business Planning Process	To provide an understanding of the process	Amanda Askham	Wednesday 9 <sup>th</sup> August 2017 10-12 noon	KV Room	Seminar	E and E Ctte and Subs	6 (no individual details provided)	10% of full Council Membership
2.	Introduction to Major Infrastructure Delivery	To provide an understanding of the subject	Stuart Walmsley	28th November 2017	KV Room	Seminar	All	<b>David Ambrose Smith</b> Henry Bachelor <b>Ian Bates</b> Anna Bradnam Kevin Cuffley John Gowing Anne Hay Joan Whitehead <b>Donald Adey</b> Bill Hunt Nichola Harrison Josh Schumann <b>Tim Wotherspoon</b> Lorna Dupre Anna Bailey Matthew Shuter	26% of full Council Membership  <b>40% of main E and E Committee membership</b>

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
3.	Ely Bypass Site Visit	To view the site to help gain a better understanding of the issues	Brian Stinton/ Stuart Walmsley	Friday 25 <sup>th</sup> August 2017 10 a.m. - 1.p.m.	On site	Site Visit	E and E Ctte and Subs	<b>David Ambrose Smith</b> <b>Ian Bates</b> Henry Batchelor Lorna Dupre Ian Gardener Bill Hunt Tom Sanderson <b>Tim Wotherspoon</b>	24% of full Council membership  <b>30% of main E and E Committee membership</b>
4.	Waterbeach Waste Management Park site visit [Organised by H&CI Committee]	To help provide a better understanding of the subject	Adam Smith	Mon 12th Feb 2018 11am – 2pm	On site	Site Visit	H and C Ctte – invitation also extended to E and E Committee	<b>Ian Bates</b> Henry Batchelor <b>David Connor</b> Sebastian Kindersley	7% of full Council membership  <b>20% of main E and E Committee membership</b>

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
5.	Connecting Cambridgeshire – Digital Connectivity	To update Members on Progress and to help provide a better understanding	Noelle Godfrey	Mon 4th Sep 2017 2-3pm	KV Room	Seminar	All	<b>David Ambrose Smith,</b> <b>Ian Bates,</b> Adela Costello, Lorna Dupre, Lis Every, Mark Howell, David Jenkins, <b>Noel Kavanagh,</b> <b>John Williams,</b> <b>Tim Wotherspoon,</b>	16% of Council membership  <b>50% of main E and E Committee membership</b>
6.	County's role in Growth and Development	To update Members on progress and to help provide a better	Sass Pledger, Juliet Richardson	Mon 2 <sup>nd</sup> Oct 2017 2-4pm	KV Room	Seminar	All	<b>Donald Adey</b> <b>David Ambrose Smith</b> <b>Ian Bates</b> Anna Bradnam Steve Criswell Lis Every	20% of Council membership  <b>40% of main</b>

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
		understanding						Lynda Harford Anne Hay Linda Jones Lina Joseph <b>Noel Kavanagh</b> Joshua Schumann	<b>E and E Committee membership</b>
7.	Flood Risk Management Strategy and work	To help provide a better understanding of the subject	Sass Pledger, Julia Beeden	Wed Oct 25 <sup>th</sup> 2017 2-4pm	KV Room	Seminar	All	<b>Ian Bates</b> Anna Bradnam John Gowing Mark Howell Tom Sanderson Joan Whitehead <b>John Williams</b> <b>Tim Wotherspoon</b>	13% of Council membership <b>30% of main E and E Committee membership</b>
8.	Energy Strategy and Work	To help provide a better understanding of the subject and	Sass Pledger, Sheryl French	Mon 13 <sup>th</sup> Nov 2017 10am-12pm	KV Room	Seminar	All	<b>Ian Bates</b> Anna Bradnam John Gowing Mark Howell	10% of full Council membership

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
		provide a progress update						Joshua Schumann Terry Rogers	<b>10% of main E and E Committee membership</b>
9.	County Planning Minerals and Waste	To help provide a better understanding of the subject and provide a progress update	Sass Pledger, Emma Fitch	Wed 29 <sup>th</sup> Nov 2017 2-4pm	KV Room	Seminar	All	<b>David Connor</b> Anna Bradnam Ian Gardener John Gowing Lynda Harford Terry Rogers Joan Whitehead <b>John Williams</b>	13% of full Council membership  <b>20% of main E and E Committee membership</b>
10.	Major railway projects	To help provide a better understanding of the subject and	Jeremy Smith	Mon 18 <sup>th</sup> Dec 2017 2-4pm	KV Room	Seminar	All	<b>Donald Adey</b> <b>David Ambrose Smith</b> Anna Bradnam John Gowing	16% of full Council membership

**APPENDIX 2**

**ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN**

**All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors**

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
		provide a progress update						Ian Bates Lis Every Bill Hunt Terry Rogers Joan Whitehead <b>John Williams</b>	<b>40% of main E and E Committee membership</b>
11.	Bus Bill	<b>Review of supported bus services explaining the economies and constraints of running a commercial bus service.</b>	<b>Paul Nelson</b>	<b>2<sup>nd</sup> February</b>	KV Room	Taken as part of the Member Monthly Seminar	All	Anna Bailey Anna Bradnam Adela Costello Steve Count Steve Criswell Kevin Cuffley Lorna Dupre Lis Every John Gowing Anne Hay Roger Hickford Mark Howell Peter Hudson Bill Hunt Linda Jones <b>Noel Kavanagh</b> Ian Manning	39% total Council Membership  <b>20% of main E and E Committee membership</b>

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
								Mac McGuire Lucy Nethsingha Terry Rogers Mike Shellens Mandy Smith Joan Whitehead <b>John Williams</b>	
12.	A14 site visit (Limited to 12 places)	To see the progress on the construction and to be given more details on site	Stuart Walmsley / Highways England	2 p.m. 10 <sup>th</sup> April 2018	On site Swavesey	Site Visit	E and E Cttee but opened up to all County Councillors	<b>Bates</b> Batchelor Criswell Dupre Hunt Jenkins <b>Wotherspoon</b>	12% of full Council membership <b>20% of main E and E Committee membership</b>
13.	Further Ely Bypass Site Visit	To view the site and construction progress	Brian Stinton/ Stuart Walmsley	9 <sup>th</sup> May 2018	On site	Site Visit	E and E Cttee and Subs	<b>Connor</b> Hunt	3% of Full Council membership <b>10% of main E and E Committee membership</b>

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
									However 30% attended an earlier site visit
14.	The Combined Authority	To provide an understanding of the Authority and its relationship to the County Council and other partners	Martin Whiteley Combined Authority	10.30am Friday 15 <sup>th</sup> June 2018 one hour plus slot	KV Room	Topic Monthly Member Seminar	All	A Bradnam A Costello S Count P Downes J French J Gowing L Harford N Harrison A Hay R Hickford M Howell P Hudson L Jones S King <b>S Tierney</b> J Whitehead <b>T Wotherspoon</b>	28% of Council membership  <b>20% of main E and E Committee membership</b>



## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
15.	Section 106 and CIL Process  Approach to the Agreement and Inclusion of Community Infrastructure Levy and Section 106 Funding	To explain the Section 106 process as it applies to the County Council	Juliet Richardson	Included as one of the topics on the 7 <sup>th</sup> December 2018 Member seminar		To provide more information on the detail	All	<b>D Ambrose-Smith</b> A Bailey C Boden A Bradnam S Bywater S Count S Criswell P Downes M Goldsack J Gowing P Hudson B Hunt T Sanderson M Shellens J Whitehead	25.5% of Council membership  <b>10% of main E and E Committee membership</b>
16.	New Developments	To include information on: • future proofing new homes to	Juliet Richardson	Included with 15 as topic at 7 <sup>th</sup> December		To provide more information on specific	See above	See above	See above

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
		take account of demands of a rising elderly population, <ul style="list-style-type: none"> <li>• builders installing solar panels</li> <li>• landscaping, tree planting programmes</li> <li>• Provision &amp; barriers to providing electric charging points in new homes.</li> </ul>		2018 Member Seminar		issues requested by Members as listed in the purpose column.			
17.	Cambridgeshire and Peterborough Minerals and	To hold a future Member seminar to extend	Ann Barnes	Included as one of the topics on the 15 <sup>th</sup>	KV Room Shire Hall	To provide more information on the	All Members	<b>D Ambrose</b> <b>Smith</b> <b>I Bates</b> A Bradnam	

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
	Waste Local Plan	invitations to District Councillors		March 2019 Seminar		detail		<b>D Connor</b> S Count P Downes I Gardener L Harford N Harrison A Hay P Hudson L Neito <b>N Kavanagh</b> L Nethsingha T Rogers J Schumann M Shellens M Smith J Whitehead G Wilson <b>T Wotherspoon</b>	26% of Council membership  <b>50% of main E and E Committee membership</b>

## ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

All training requested has now been undertaken. Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending (E and E Committee Members shown in bold)	Percentage of total
18.	Approach to the Agreement and Inclusion of Community Infrastructure Levy and Section 106 Funding	To hold a future Member seminar to extend invitations to District Councillors	Juliet Richardson	The proposal agreed at the November E and E Committee was to combine this with item 15 the seminar slot on 7 <sup>th</sup> December	KV Room Shire Hall	To provide more information on the detail	See 15 above	See 15 above	See 15 above

## APPENDIX 3

### CAMBRIDGESHIRE COUNTY COUNCIL APPOINTMENTS TO OUTSIDE BODIES: POLICY & SERVICE COMMITTEES RELEVANT TO ECONOMY AND ENVIRONMENT COMMITTEE

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>A428/A421 Alliance</b>  To act as a lobby group of key partners from County and District Councils as well as MPs and Local Enterprise Partnerships along the length of the corridor. <ul style="list-style-type: none"> <li>To build a compelling case for improvements to the route to support economic growth, locally and nationally</li> <li>To work with Highways England to develop a comprehensive improvement package and associated investment plan</li> </ul>	2 or as business dictates	3	Councillor I Bates (Con) Councillor D Wells (Con) Councillor J Wisson (Con)  Subs: Councillor D Giles (Ind.) Councillor S Taylor (Ind.)	Nikki Holland Office Manager Jonathan Djanogly MP  01480 437840  <a href="mailto:Hollandn@parliament.uk">Hollandn@parliament.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>A47 Alliance Steering Group</b>  To act as a special interest group to support the strategic case for improvements on the A47 corridor between the port at Great Yarmouth and the A1. The A47 Alliance shall support the transport authorities along the route, the New Anglia Local Enterprise Partnership (LEP) and the Greater Cambridge Greater Peterborough LEP.	2	1	Councillor I Bates (Con)	Democratic Services Norfolk County Council  Chris Walton  <a href="mailto:Chris.walton@norfolk.gov.uk">Chris.walton@norfolk.gov.uk</a>  01603 222620  <a href="mailto:information@norfolk.gov.uk">information@norfolk.gov.uk</a>	Other Public Body representative	Economy and Environment
<b>A47 Corridor Feasibility Study: Stakeholder Reference Group</b>  The role of the Group is to ensure that stakeholders' views are captured and considered during the Department for Transport's study process, particularly at key points in its work and during the development of the study's key outputs.	TBC	1	Councillor Bates (Con)  <b>This Group no longer meets and can be deleted</b>	Nigel Allsopp Highways England  <a href="mailto:Nigel.Allsopp@highwaysengland.co.uk">Nigel.Allsopp@highwaysengland.co.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Anglian (Central) Regional Flood and Coastal Committee</b>  The Regional Flood and Coastal Committee is a body through which the Environment Agency carries out its work on flood risk management and is responsible for: <ul style="list-style-type: none"> <li>maintaining or improving any watercourses which are designated as main rivers;</li> <li>maintaining or improving any tidal defences;</li> <li>installing and operating flood warning systems;</li> <li>controlling actions by riparian owners and occupiers which might interfere with the free flow of watercourses;</li> <li>supervising Internal Drainage Boards.</li> </ul>	2	2	Councillor M Smith (Con) Councillor T Wotherspoon (Con)	Stephanie North Regional Flood and Coastal Committee Secretariat –Anglian Central  <a href="mailto:AnglianRFCCs@environment-agency.gov.uk">AnglianRFCCs@environment-agency.gov.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Anglian (Northern) Regional Flood and Coastal Committee</b></p> <p>See above description. Cambridgeshire shares a seat on this Committee with Peterborough City Council and Rutland County Council. Cambridgeshire County Council currently attends these meetings as an observer only – as stated it's a shared seat and voting rights for the year 1 April 2017 – 31 March 2018 are held by the Peterborough City Council Member. The RFCC however encourages all members (whether they are able to vote or not) to attend all Committee meetings.</p>	4 – 5	1	Councillor D Connor (Con)	<p>RFCC Secretariat Programme Team Ceres House Searby Road Lincoln LN2 4DT</p> <p><a href="mailto:AnglianNorthernRFC@environment-agency.gov.uk">AnglianNorthernRFC@environment-agency.gov.uk</a></p> <p><a href="https://www.gov.uk/government/groups/anglian-northern-regional-flood-and-coastal-committee">https://www.gov.uk/government/groups/anglian-northern-regional-flood-and-coastal-committee</a></p> <p>Above includes contact details for Eddy Poll the Chairman of the Committee and for enquiries on Committee business, invitations to events or meetings, and changes to LLFA Elected Members and matters related to Committee Governance</p>	Other Public Body representative	Economy and Environment



NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Barrington Cement Works and Quarry Liaison Group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	2-3	2	Councillor S Kindersley (LD) Councillor P Topping (Con)	Ian Southcott UK Community Affairs Manager Cemex  01788 517323  <a href="mailto:lan.southcott@cemex.com">lan.southcott@cemex.com</a>	Other Public Body representative	Economy and Environment
<b>Barrington Light Railway Sub group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As required	2	Councillor S Kindersley (LD) Councillor P Topping (Con)	Ian Southcott UK Community Affairs Manager Cemex  01788 517323  <a href="mailto:lan.southcott@cemex.com">lan.southcott@cemex.com</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Cambridge Airport Consultative Committee</b>  The purpose of the Consultative Committee is to provide an effective forum for discussion about all matters concerning the operation and development of Cambridge Airport.	3	1	Councillor J Whitehead (Lab)	Terry Holloway Managing Director The Cambridge Aero Club The Airport CAMBRIDGE CB5 8RX  01223 373227  <a href="mailto:TH@Marcamb.co.uk">TH@Marcamb.co.uk</a>	Other Public Body representative	Economy and Environment
<b>Cambridge BID Board</b>  A five-year initiative set up by Cambridge businesses/organisations to ensure continued investment in Cambridge City Centre	6	1	Councillor M Shuter (Con)	Emma Thornton Head of Tourism and City Centre Management Cambridge City Council  01223 457446  <a href="mailto:Emma.Thornton@cambridge.gov.uk">Emma.Thornton@cambridge.gov.uk</a>	Regulated Director	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Cambridgeshire Consultative Group for the Fletton Brickworks Industry (Whittlesey)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	2	1	Councillor D Connor (Con)	Diane Munday Secretary, Forterra  01733 359148  <a href="mailto:Diane.munday@forterra.co.uk">Diane.munday@forterra.co.uk</a>	Other Public Body representative	Economy and Environment
<b>Cambridgeshire Flood Risk Management Partnership</b>  The partnership is required by legislation - namely the Flood and Water Management Act 2010.	4	1	Councillor T Wotherspoon (Con)  <b>To recommend that Councillor Mandy Smith is formally endorsed to attend as an observer as she is a member of the Regional Flood and Coastal Committee</b>	Julia Beeden Flood and Water Business Manager  07880 473715  <a href="mailto:julia.beeden@cambridgeshire.gov.uk">julia.beeden@cambridgeshire.gov.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Cambridgeshire Horizons Board</b>  Cambridgeshire Horizons still exists as a Limited company to oversee three “live” Rolling Fund investments, two loans and one equity investment, with an initial total value of £20.5m, to support a number of growth projects and developments around Cambridgeshire.	1	1	Councillor I Bates (Con)	Graham Hughes Executive Director: Place & Economy  01223 715660  <a href="mailto:graham.hughes@cambridgeshire.gov.uk">graham.hughes@cambridgeshire.gov.uk</a>	Company Director	Economy and Environment
<b>Conservators of the River Cam</b>  The Conservators are the statutory navigation authority for Cambridge between the Mill Pond in Silver Street to Bottisham Lock with lesser responsibilities up-stream to Byron’s Pool.	4	1	Councillor A Bradnam (LD)  [Sub – Councillor T Wotherspoon (Con)]	Tom Larnach River Manager Conservators of the River Cam Clayhithe Office, Waterbeach Cambridge, CB25 9JB  01223 863785  <a href="mailto:river.manager@camconservators.org.uk">river.manager@camconservators.org.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Duxford Neighbours Forum</b>  Liaison meeting with the Director of the Museum.	2	1	Councillor P Topping (Con)	Sarah Padgett Executive Assistant Commercial Services and Operations Imperial War Museum Duxford CAMBRIDGE CB22 4QR  01223 499379. Ext 7379  <a href="mailto:spadgett@iwm.org.uk">spadgett@iwm.org.uk</a>	Other Public Body representative	Economy and Environment
<b>Eastern Agri-Tech Programme Delivery Board</b>  Oversees the spending of the grant funding to develop the agritech industry in the corridor from Cambridge to Norwich	12	1	Councillor M Shuter (Con)  Substitute: Councillor I Bates (Con)	Martin Lutman Agri-Tech Programme Manager Greater Cambridge/Greater Peterborough Enterprise Partnership (LEP)  01480 277180 07715 408281  <a href="mailto:martin.lutman@gcgp.co.uk">martin.lutman@gcgp.co.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>East-West Rail Consortium Central Section Member Steering Group</b>	To be agreed	1	Councillor I Bates (Con)  Substitutes: Vacancy Councillor T Wotherspoon (Con)	Andy Preston Assistant Director for Infrastructure and Growth  01223 715664  <a href="mailto:andrew.preston@cambridgeshire.gov.uk">andrew.preston@cambridgeshire.gov.uk</a>	Other Public Body representative	Economy and Environment
<b>Ely Southern Bypass Project Board</b>  To oversee the continued development and delivery of the scheme and provide a forum for key issues to be considered. The Board comprises stakeholders, local County and District Members and officers.	4	2	Councillor A Bailey (Con) Councillor L Every (Con)  <b>THIS PROJECT HAS COMPLETED AND THE BYPASS OPENED AND CAN THEREFORE BE REMOVED.</b>	Brian Stinton Team Leader Highway Projects  01223 728330  <a href="mailto:Brian.stinton@cambridgeshire.gov.uk">Brian.stinton@cambridgeshire.gov.uk</a>	Other Public Body representative	Economy and Environment
<b>England's Economic Heartland Strategic Alliance – Strategic Transport Forum</b>	TBC	2	Councillor I Bates (Con) Councillor S Count (Con)  Substitute: Councillor L Nieto (Con)	Graham Hughes Executive Director: Place & Economy  01223 715660  <a href="mailto:graham.hughes@cambridgeshire.gov.uk">graham.hughes@cambridgeshire.gov.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Enterprise Zone Steering Group</b>  Established to review progress in the delivery of the Enterprise Zone at Alconbury with the developers, both urban and civic.	6	1	Councillor I Bates (Con)  Substitute – Councillor Ian Gardner (Con)  <b>THIS IS NO LONGER NEEDED</b>	Graham Hughes Executive Director: Place & Economy  01223 715660  <a href="mailto:graham.hughes@cambridgeshire.gov.uk">graham.hughes@cambridgeshire.gov.uk</a>	Other Public Body representative	Economy and Environment
<b>European Metal Recycling (EMR) Liaison Group (Snailwell)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As and when required  No more than twice a year.	2	Councillor S Tierney (Con)  No second appointment  <b>THIS NO LONGER MEETS AND CAN BE DELETED</b>	Peter Vasey Operations Manager EMR Newmarket 111 Fordham Road Snailwell NEWMARKET CB8 7ND  01638 720377  <a href="mailto:Peter.Vasey@emrgroup.com">Peter.Vasey@emrgroup.com</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Fenland Association for Community Transport (FACT) Board</b>  The purpose of the Board of FACT is (a) to monitor current progress to date, to have an overview of current services and provide advice where required, suggest improvements, and (b) to steer FACT (and HACT, its parallel service in Huntingdonshire) towards meeting future need, including new initiatives, projects, potential sources of funding	4	1	Councillor C Boden (Con)	Steve Shannon Fenland Association for Community Transport Ltd  01354 661234  <a href="http://www.fact-cambs.co.uk">www.fact-cambs.co.uk</a>	Member of a Management Board of a "Registered Society" under the Co-operative and Community Benefit Society Act 2014.	Economy and Environment
<b>Great Fen Steering Committee</b>  Steering Group to oversee and guide the development of the Great Fen Project.	6	1 Observer Status	Councillor A Costello (Con)	Kate Carver Great Fen Project Manager  01954 713513  <a href="mailto:Kate.Carver@wildlifebcn.org">Kate.Carver@wildlifebcn.org</a>	Other Public Body representative	Economy and Environment



NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Greater Cambridge Partnership Housing Development Agency</b></p> <p>The Housing Development Agency (HDA) was established in 2015 as part of the response to the Greater Cambridge City Deal need to deliver housing growth, and in particular affordable homes, although its remit is not restricted to the City Deal area.</p> <p>The HDA was set up with funding from Cambridge City Council, South Cambs District Council and the County Council, and is currently a joint working arrangement comprising staffing from the existing Housing teams of the City and South Cambs councils, with the intention of becoming a separate legal entity in due course.</p>	tba	1	<p>Councillor N Kavanagh (Lab)</p> <p><b>This can be removed as the County Council pulled out of the Development Agency some time ago as did South Cambridgeshire District Council so the governance now sits with the City Council only.</b></p>	<p>Alan Carter  <a href="mailto:alan.carter@cambridge.gov.uk">alan.carter@cambridge.gov.uk</a>  01223 457948</p>	Unincorporated Association Member	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Greensand Country Landscape Partnership.</b>  The Greens and Country Landscape Partnership has been formed by a range of partners in the area to work with landowners and local communities and help make Greensand Country a living and working landscape that is cherished by present and future generations.	TBC	1	Councillor S Kindersley (LD)	The Old School Southill Road Cardington BEDFORD MK44 3SX  01234 838774  team@greensandcountry.com	Other Public Body representative	Economy and Environment
<b>Growing Fenland – Project Delivery</b>  <b>Chatteris Stakeholder Group</b> <b>March Stakeholder Group</b> <b>Whittlesey Stakeholder Group</b> <b>Wisbech Stakeholder Group</b>  A Cambridgeshire and Peterborough Combined Authority Funded Master Planning Group.	TBC	1	Councillor A Hay (Con) Councillor J French (Con) Councillor C Boden (Con) Councillor S Tierney (Con) Sub: Councillor S King (Con)	Fenland District Council Fenland Hall County Road MARCH PE15 8NQ	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Growth Delivery Joint East Cambridgeshire District Council/Cambridgeshire County Council Member Liaison Group</b>  Members & officers from both authorities advising on growth and infrastructure issues for East Cambridgeshire including Section 106 & Community Infrastructure Levy funding.	4	3	Councillor A Bailey (Con) Councillor I Bates (Con) Councillor L Every (Con)  Substitute Vacancy (Con)  <b>This Group no longer meets and can be deleted</b>	Juliet Richardson Business Manager Growth and Development  01223 699868  <a href="mailto:juliet.richardson@cambridgeshire.gov.uk">juliet.richardson@cambridgeshire.gov.uk</a>  <b>Note.</b> This group is not currently meeting, but meetings may be resumed when the North Ely Development commences.	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Huntingdon Association for Community Transport (HACT) Board</b>  The purpose of the Board of HACT is to (a) monitor current progress to date, to have an overview of current services and provide advice where required, suggest improvements, and (b) to steer HACT (and FACT, its parallel service in Fenland) towards meeting future need, including new initiatives, projects, potential sources of funding.	4	1	Councillor C Boden (Con)	Steve Shannon Fenland Association for Community Transport Ltd  Tel: 01354 661234  <a href="http://www.hact-cambs.co.uk">www.hact-cambs.co.uk</a>	Trustee of a Charity	Economy and Environment
<b>Huntingdon BID Board</b>  BID is the town management vehicle for Huntingdon. It is an arrangement where businesses in a defined area agree improvements they want to make, over and above what the public agencies have to do. The fund is ring fenced and used solely to deliver the agreed set of projects and activities voted on by the businesses within the BID area.	10	1	Councillor T Sanderson (Ind)	Sue Wing BID Huntingdon Manager  01480 450250  <a href="mailto:sue@bidhuntingdon.co.uk">sue@bidhuntingdon.co.uk</a> or <a href="mailto:info@bidhuntingdon.co.uk">info@bidhuntingdon.co.uk</a>  <a href="http://www.huntingdonfirst.co.uk/bid-huntingdon/">http://www.huntingdonfirst.co.uk/bid-huntingdon/</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Huntingdonshire Growth &amp; Infrastructure Group</b>  Member/ officer & key infrastructure partners group (3 from CCC and 3 HDC) advising on infrastructure and growth issues for Huntingdonshire including Community Infrastructure Levy & Section 106 funding. The Group will also discuss the Huntingdonshire District Council Local Plan.	4	3	Councillor I Bates (Con) Chair E&E Committee <b>Councillor R Fuller (Con) resigned as the Council representative as he already chairs it as the District Council Cabinet Member</b> Councillor K Reynolds (Con)	Clara Kerr Planning Services Manager Huntingdonshire District Council  <a href="mailto:clara.kerr@huntingdonshire.gov.uk">clara.kerr@huntingdonshire.gov.uk</a>	Other Public Body representative	Economy and Environment
<b>Joint Strategic Transport and Spatial Planning Group</b>  Provides co-ordination of spatial planning and integrated transport strategy for Cambridge City and South Cambridgeshire and an oversight of Growth Strategy.	4	3	Councillor L Harford (Con) Two place to be confirmed. <i>[No appointments made by Committee last year as has not met for several years.]</i>  <b>This is due to be replaced by a new Group and a report is likely to come forward to the July Committee meeting.</b>	Democratic Services Cambridge City Council PO Box 700 CAMBRIDGE CB1 0JH  01223 457169  <a href="mailto:Democratic.Services@cambridge.gov.uk">Democratic.Services@cambridge.gov.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>London Stansted Corridor Consortium Board</b>  A group of authorities and organisations in a corridor from London to Cambridge and Peterborough who are lobbying for improved infrastructure and connectivity.	4	1	Councillor I Bates (Con) Sub Cllr Wotherspoon	J McGill Director, London Stansted Cambridge Consortium  6th Floor, River Park House 225 High Road London N22 8HQ  020 84895282  <a href="mailto:John.McGill@haringey.gov.uk">John.McGill@haringey.gov.uk</a>	Other Public Body representative	Economy and Environment
<b>Natural Cambridgeshire</b>  Natural Cambridgeshire consists of a broad range of local organisations, businesses and people whose aim is to bring about improvements in their local natural environment.	4	1	Councillor L Nieto (Con)	Phil Clark Community Green Spaces Manager  01223 715686  <a href="mailto:philip.clark@cambridgeshire.gov.uk">philip.clark@cambridgeshire.gov.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Needingworth Quarry Liaison Group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	2	4	Councillor S Criswell (Con) Councillor P Hudson (Con) Councillor K Reynolds (Con) Councillor M Smith (Con)  Substitute Councillor T Wotherspoon (Con)	Hilton Law Unit Manager – Cambridgeshire Hanson Aggregates  <a href="mailto:hilton.law@hanson.com">hilton.law@hanson.com</a>  Direct dial – 01487 849026 07773 313194	Other Public Body representative	Economy and Environment
<b>Ouse Washes Strategic Group</b>  To develop a shared appreciation of the value and the strategic challenges and opportunities of this area, within the current policy and legislative framework. Understand how future change (environmental, social, economic, policy, legislation) could impact the long term sustainability and viability of this area. Develop a shared vision for the next 5 to 10 years and, considering the future, for the next 10 to 50 years, for this area.			Councillor I Bates (Con) Substitute. TBC  <b>THIS APPOINTMENT IS NOT REQUIRED AS THE GOVERNANCE WAS REFRESHED AWHILE BACK AND ANY STRATEGIC GROUP WOULD MEET BY EXCEPTION.</b>	New contact Paul Burrows Flood and Coastal Risk Manager East Anglia (Great Ouse Catchment) The Environment Agency  Tel: 020 30251869  <a href="mailto:paul.burrows@environment-agency.gov.uk">paul.burrows@environment-agency.gov.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>St Neots Master Plan Steering Group</b>		1	<p>Councillor I Gardiner (Con)</p> <p>Councillor D Wells (Con) – Substitute</p> <p><b>The Master Plan has been completed and reported to the Combined Authority. Confirmation on whether this group is still needed is being sought.</b></p>	<p>Domenico Cirillo</p> <p><a href="mailto:domenico.cirillo@cambridgeshire.peterborough-ca.gov.uk">domenico.cirillo@cambridgeshire.peterborough-ca.gov.uk</a></p>	Other Public Body representative	Economy and Environment



NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Visit Cambridge and Beyond Destination Management Company (DMO) - Board of Directors</b></p> <p>This is a new delivery mechanism led by Cambridge City for the future provision of tourism services in Cambridge and the surrounding area.</p> <p><b>Governance:</b> It is to be governed by a Board of Directors.</p> <p><b>Representation:</b> The representation includes <u>one</u> councillor appointment to the full board from Cambridge City, South Cambridgeshire District Council (SCDC) and Cambridgeshire County Council.</p>	12	1	Cllr M Shuter (Con)	<p>Emma Thornton Head of Tourism and City Centre Management The Tourist Information Centre Peas Hill Cambridge CB2 3AD</p> <p>Tel 01223 457464</p> <p>Mobile: 07712788550</p> <p><a href="mailto:emma.thornton@cambridge.gov.uk">emma.thornton@cambridge.gov.uk</a></p>	Regulated Director	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Warboys Landfill Site Liaison Group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	1-2	1	Councillor T Rogers (Con)	Mark Farren Managing Director, Woodford Waste Management Services Ltd  01487 824240  <a href="mailto:Mark.Farren@woodfordrecycling.co.uk">Mark.Farren@woodfordrecycling.co.uk</a>	Other Public Body representative	Economy and Environment
<b>Waterbeach Waste Management Park Liaison Group</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	2-3	1	Councillor A Bradnam (LD)	Tim Marks Planning Manager Amey LG Ltd  Direct line: 01223 815463 Mobile: 07917 731076  <a href="mailto:tim.marks@amey.co.uk">tim.marks@amey.co.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>Whitemoor Distribution Centre, March (Network Rail)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As required	1	Councillor S Count (Con)	Tony Masciopinto Site Manager Whitemoor Material Handling Depot  01733 559729  <a href="mailto:Tony.masciopinto@networkrail.co.uk">Tony.masciopinto@networkrail.co.uk</a>	Other Public Body representative	Economy and Environment
<b>Woodhatch Farm Waste Recycling Site Liaison Group (Ellington)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As required	2	Councillor P Downes (LD) Councillor I Gardener (Con)  <b>To be removed as it has not met for several years</b>	Kelly Howe Planning Assistant Mick George Ltd  07824 991151 <a href="mailto:Kellyh@mickgeorge.co.uk">Kellyh@mickgeorge.co.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>WREN [Waste Recycling Environmental]</b>  WREN is a not-for-profit business that helps benefit the lives of people who live close to landfill sites by awarding grants for community biodiversity and heritage projects.	3	1	Councillor D Giles (Ind)  <b>This can be removed. Wren's grants process has changed. They no longer convene regional Panels and Grants now distributed centrally. Therefore no councillor appointments are required.</b>	Peter Cox Managing Director  01953 717165  <a href="mailto:wren@wren.org.uk">wren@wren.org.uk</a>	Trustee of a Charity	Economy and Environment

As at 14<sup>th</sup> May 2019

## APPENDIX 4

### APPOINTMENTS TO INTERNAL ADVISORY GROUPS AND PANELS

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<b>A141 – Huntingdon and St Ives Area Transport Study Steering Group</b>  The study should consider a range of transport interventions including but not limited to junction improvements along the route, possible realignment of the current bypass and an opportunity to enable new transport modes.	TBC	4 [two cllrs for each study]	Representing the St Ives Area Councillor Criswell (Con) Councillor Fuller (Con)  Substitutes:- Councillor Reynolds (Con)  Representing Huntingdon Area Councillor Sanderson (Ind.) Councillor Wilson (LD)  Substitutes:- Councillor Shellens (LD)	Karen Kitchen Principal Transport and Infrastructure  <a href="mailto:Karen.Kitchener@cambridgeshire.gov.uk">Karen.Kitchener@cambridgeshire.gov.uk</a>  01223 715486	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<b>Chesterton Station Interchange (Cambridge North)</b>  The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.	As required	1	Councillor I Manning (LD)  <b>TO BE DELETED.</b> This Group never met and issues were dealt with by another forum. Councillor Manning and Councillor Bates have discussed it and have agreed it can be deleted.	To be confirmed	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<b>Joint East Cambridgeshire District Council and Cambridgeshire County Council Member and Officer Steering Group for Planning and Transport</b>  The purpose of the Group is to discuss the development of the Transport Strategy for East Cambridgeshire and the Community Infrastructure Levy. The Group may in the future be needed to discuss the District Council's emerging Local Plan.	4	3	Councillor D Ambrose Smith (Con) Councillor I Bates (Con) Councillor J Schumann (Con)  <b>TO BE DELETED</b> The work on the Transport Strategy has been completed now and this Committee have adopted it.	Jack Eagle Lead Transport and Infrastructure Officer  01223 703269  <a href="mailto:Jack.Eagle@cambridgeshire.gov.uk">Jack.Eagle@cambridgeshire.gov.uk</a>	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<b>King's Dyke Project Board</b>  To oversee the continued development and delivery of the Scheme and provide a forum for key issues to be considered. The Board comprises stakeholders, local County and District Members.	4	1	Councillor D Connor (Con)	Brian Stinton Team Leader Highway Projects  01223 728330  <a href="mailto:Brian.stinton@cambridgeshire.gov.uk">Brian.stinton@cambridgeshire.gov.uk</a>	Economy and Environment
<b>Local Access Forum</b>  Cambridgeshire County Council has established a Local Access Forum, as required under the Countryside Rights Of Way Act (CROW) 2000. The Forum represents the interests of everyone who lives and works in the countryside and is trying to strike a balance between conserving it, working it and helping people to enjoy it.	4	2	Councillor S King (Con) Councillor M Smith (Con)	Philip Clark Community Greenspaces Manager  01223 715686  <a href="mailto:philip.clark@cambridgeshire.gov.uk">philip.clark@cambridgeshire.gov.uk</a>	Economy and Environment



NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<b>March Area Transport Study Steering Group</b>  To assist in the review and development of schemes identified by the March Area Transport Study.	TBC	2	Councillor French (Con) Councillor Gowing (Con)  Substitute – Councillor Connor (Con)	Karen Kitchener  <a href="mailto:Karen.Kitchener@cambridgeshire.gov.uk">Karen.Kitchener@cambridgeshire.gov.uk</a>  01223 715486	Economy and Environment
<b>Outcome Focused Reviews</b>  These reviews are an opportunity for the Council to have a deep look at what it does, why it does it, and how it does it.  Total Transport			Councillor I Bates (Con)	Owen Garling Transformation Manager  01223 699235 07963 775645  <a href="mailto:owen.garling@cambridgeshire.gov.uk">owen.garling@cambridgeshire.gov.uk</a>	Relevant Committee
<b>Soham Station Project Board</b>		3	Councillor B Hunt (Con) Vacancy (Con) Councillor J Schumann (Con)	To be confirmed	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<b>Total Transport Policy Member Steering Group (Formerly Cambridgeshire Future Transport)</b> The purpose of the Group is to assist members in gaining a detailed understanding of some of the opportunities and challenges relating to transport, and of the possible consequences of decisions regarding service levels, fares, etc. The Total Transport project represents the next iteration of the CFT work. It is based on the simple idea that, on the ground, it doesn't make sense for different vehicles to collect neighbouring residents who are making similar journeys but for different purposes (healthcare, education, social care, etc). In rural areas in particular, integrating the provision of transport will allow scarce resource to be used more efficiently, so that the impact of reduced budgets can be softened.	2	8	Councillor A Bailey (Con) Councillor D Giles (Ind.) Councillor B Hunt (Con) Councillor D Jenkins (LD) Councillor L Joseph (Con) Councillor M McGuire (Con) Councillor S van de Ven (LD) Councillor J Whitehead (Lab)  Substitute Cllr T Wotherspoon (Con)  <b>RECOMMENDED FOR DELETION This Group has not met for a year. This Group no longer has a role as the Combined Authority now oversees public Transport.</b>	Paul Nelson Interim Head of Passenger Transport Services  01223 715608 <a href="mailto:paul.nelson@cambridgeshire.gov.uk">paul.nelson@cambridgeshire.gov.uk</a>	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<p><b>Transport Strategy for Fenland Member Steering Group</b></p> <p>The Transport Strategy for Fenland will form part of the suite of district-wide transport strategies which support the Local Transport Plan (LTP) for Cambridgeshire. It will seek to outline a transport vision and emerging transport infrastructure requirements for Fenland. It will develop the high level policies of the LTP and seek to highlight how they can be adapted for Fenland. It will also build on the existing Market Town Transport Strategies, and seek to integrate them into other existing transport plans. The role of the member steering group will be to advise on the strategy's development. This will include, but not be limited to, the strategy's vision, challenges, policies, as well as commenting on any consultation work that is undertaken.</p>	4	2	<p>Councillor D Connor (Con)</p> <p>Councillor J Gowing (Con)</p>	<p>James Barwise</p> <p><a href="mailto:James.Barwise@cambridgeshire.gov.uk">James.Barwise@cambridgeshire.gov.uk</a></p>	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<b>Wisbech Access Strategy Project Board</b>  Growth Deal Funding of £1 million has been allocated to the Wisbech Access Strategy, with a further £10.5 million conditional upon delivery of an acceptable package of measures. The Steering Group, set up Oct 2016, will make recommendations to the Economy and Environment Committee and to Fenland District Council's Cabinet, who will in turn make recommendations to the LEP (Local Enterprise Partnership) Transport Body or Greater Cambridge Greater Peterborough LEP Board.	6	2	Councillor S Hoy (Con) Councillor S Tierney (Con)	Jack Eagle Lead Transport & Infrastructure Officer  01223 703269 <a href="mailto:jack.eagle@cambridgeshire.gov.uk">jack.eagle@cambridgeshire.gov.uk</a>	Economy and Environment

As at 14th May 2019