

Date: Thursday, 01 June 2017

Democratic and Members' Services

Quentin Baker

LGSS Director: Law and Governance

11:00hr

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 Chairman / Woman and Vice Chairman / Woman**
- 2. Apologies for absence and declarations of interest**
Guidance on declaring interests is available at <http://tinyurl.com/ccc-conduct-code>
- 3. Minutes 9th March 2017 Economy and Environment Committee** **5 - 22**

4. PETITIONS

A petition has been received with around 40 signatures with full address details reading: "We the undersigned request the Big Green Bus Company to continue to use the number 19 bus timetable which Voluntary Network operated. To change the times will cause much inconvenience to virtually all the passengers".

Note: The petition did not receive the minimum number of validated signatures with full address details (50) for the lead petitioner / a spokesperson to speak at the Committee. In line with the Council's Petitions Scheme a response to the lead petitioner will be provided within 10 working days of it being received by the Committee.

OTHER DECISIONS

- | | | |
|------------|---|------------------|
| 5. | Economy and Environment Agenda Plan and Training Plan Report | 23 - 36 |
| 6. | Review of Preliminary Flood Risk Assessment | 37 - 86 |
| 7. | National Productivity Investment Fund for Local Road Network | 87 - 96 |
| 8. | Finance and Performance Report 2016-17 - Outturn | 97 - 140 |
| 9. | Appointments to Partnership Liaison and Advisory Groups and Council Champions' Roles | 141 - 160 |
| 10. | Date and time of next Meeting: 10 a.m. Thursday 13th July 2017 | |

The Economy and Environment Committee comprises the following members:

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

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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>.

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ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday 9th March 2017

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

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

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

295. DECLARATIONS OF INTEREST

None received.

296. MINUTES

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

297. MINUTE ACTION LOG

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

298. PETITIONS AND PUBLIC QUESTIONS

No petitions were received.

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

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

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

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

CHANGE IN ORDER OF THE AGENDA

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

299. GREATER CAMBRIDGE GREENWAYS

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

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

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

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

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

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

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

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

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

It was unanimously resolved:

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

300. CONNECTING CAMBRIDGESHIRE PLAN TO 2020

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

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

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

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

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

Comments from Members included:

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

It was resolved by an overwhelming majority to:

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

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

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

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

301. BIKEABILITY CYCLE TRAINING

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

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

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

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

In discussion the following issues were raised:

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

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

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

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

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

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

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

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

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

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

It was unanimously resolved:

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

302. FINANCE AND PERFORMANCE REPORT TO JANUARY 2017

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

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

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

Of the fourteen performance indicators, three were currently red (an increase of one from the previous report to Committee), two amber and nine green. The indicators that were currently red were:

- Local bus journeys originating in the authority area.
- The average journey per mile during the morning peak of the most congested routes.
- The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work.

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

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

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

Members' comments on the report included:

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

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

Action: Bob Menzies.

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

Having reviewed and commented on the report:

It was resolved;

To note the report.

303 ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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

It was resolved:

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

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

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

It was resolved to:

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

Chairman
1st June 2017

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

A) FROM MATTHEW DANISH CAMCYCLE

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

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

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

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

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

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

B) COUNCILLOR FRANCIS BURKITT'S SUBMISSION

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

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

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

C) COUNCILLOR TOPPING’S SUBMISSION

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

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

This is the updated minutes action log as at 22nd May 2017 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

ACTIONS FROM MINUTES OF THE 9th MARCH 2017 COMMITTEE

Minute No.	Report Title	Action to be taken by	Action	Comments	status
302.	FINANCE AND PERFORMANCE REPORT TO JANUARY 2017	Bob Menzies	A) Page 54 paragraph 2.4 Councillor Mason queried who had recommended the virement in relation to the Flood Risk grant funding for Kings Hedges Flood Risk management project of £42k to the March Surface Water Management Scheme and when the decision had been taken. The officers undertook to find out and write to the Member outside of the meeting.	<p>A response was sent on 13th March explaining that the assessment of wet spots was undertaken as part of the Cambridgeshire Countywide Surface Water Management Plan 2014 and the resulting prioritisation of wetspots was specifically signed off by E&E Committee on 13th January 2015.</p> <p>https://cmis.cambridgeshire.gov.uk/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/283/Committee/5/Default.aspx.</p> <p>March was ranked 1st in the list of County wetspots where domestic and non-domestic properties are affected by flooding.</p>	

				<p>Subsequently E&E Committee signed off the Cambridgeshire Flood Risk Management Strategy (2015-2020) at its 8th September 2015 meeting.</p> <p>https://cmis.cambridgeshire.gov.uk/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/98/Committee/5/Default.aspx</p>	ACTION COMPLETED
		Bob Menzies	<p>B) Page 60 on Appendix 1 - Service Level Budgetary Control report - Councillor Mason requested a breakdown of the Passenger Transport Other' line and also requested clarification in respect of whether all the administration costs of the Guided Busway were included and what the costs were. In response to the latter question, it was explained that the net budget cost was cost neutral (nil) as all the costs were covered by the operators. The officer agreed to write to Councillor Mason after the meeting with a full explanation of the issues he had raised.</p>	<p>A response was sent on 14th March explaining that 'Passenger Transport Other' was made up of the following budgets:-</p> <p>Public Transport operations (staffing) £266k Bus Service Operators Grant (grant funded) £302k Cambridgeshire Future Transport £1,945k</p> <p>Total budget £2,513k</p> <p>The Guided Busway operation is included within the Park & Ride figures as it is managed by the Park & Ride team. The net budget is nil as all the costs are covered by the operators. The gross budget for 2016/17 for this is £552k.</p>	ACTION COMPLETED

**ECONOMY & ENVIRONMENT POLICY AND SERVICE COMMITTEE –
AGENDA PLAN AND TRAINING PLAN**

To: Economy & Environment Committee

Meeting Date: 1st June 2017

From: Executive Director: Economy, Transport & Environment

Electoral division(s): All

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

Purpose: At the start of the Municipal Year, the Policy and Service Committee is asked to consider its Agenda Plan and Training Plan.

Recommendation: The Policy and Service Committee is asked to:

- a) agree its agenda plan attached at Appendix A.
- b) agree the training plan that has been developed as set out as Appendix B to this report.
- c) consider if there are any other areas of the Committee's remit where members feel they require additional training.

<i>Officer contact:</i>	
Name:	Rob Sanderson
Post:	Senior Democratic Services Officer
Email:	Rob.Sanderson@cambridgeshire.gov.uk
Tel:	01223 699181

1. BACKGROUND

- 1.1 Following a workshop held for Chairmen/women, Vice-Chairmen/women and Spokesmen/women (hereafter referred to as Spokes) of the Policy and Service Committees in August 2015, the Member Development Panel, with the support of Group Leaders, recommended that agenda plans should continue to be placed at the end of Policy and Service Committee agendas, with the exception of the first meeting of the new Municipal Year when the agenda plan should be the first item of business on the agenda.
- 1.2 Constitution and Ethics Committee held a workshop on 27 January 2015 to consider the responses to a survey of Members and officers following the introduction of the new system of governance. As part of its considerations, the need for more accessible training and briefings for members in relation to services within their committee remits and decisions being made was discussed. It was suggested that if a committee was responsible for its own Committee Training Plan, it could arrange training at the convenience of its own committee members, monitor attendance, and ensure that each member received copies of PowerPoint presentations. Council, at its meeting on 24 March 2015, agreed that each Policy and Service committee would consider and approve its own training plan at every meeting. The plan to include figures for attendance at each training session.
- 1.3 Group Leaders have raised the need for this report to set the scene for Policy and Service Committees in the new municipal year. Attention has therefore been drawn to major items coming up for consideration. The training plan has a direct link with the activities of the relevant Service and the items to be considered by the Committee.

2. AGENDA PLAN

- 2.1 A copy of the Economy & Environment Committee Agenda Plan is attached at **Appendix A**. The Plan is considered at each meeting of the Policy and Service Committee and previously by the relevant Spokes.
- 2.2 Council, at its meeting on 24 March 2015, agreed that information reports would not normally be included on committee agendas unless they are updating, at the specific request of the committee, progress of decisions previously agreed by a committee.
- 2.3 The following major issues are expected to be brought to Committee for consideration over the next year:
 - Working arrangements with the Combined Authority
 - Major Infrastructure Projects: e.g. contract award for A605 King's Dyke crossing improvement and Abbey- Chesterton Bridge.
 - Transport Strategies: e.g. Fenland and Huntingdonshire Transport Strategies
 - Planning: Minerals and Waste Plan Review
 - Major Developments: County Council response to planning applications for major sites, e.g. Waterbeach, and to Area Action Plans developed in partnership with Local Planning

Authorities.

- Public Transport: Development of Park and Ride.
- Highways England and Network Rail strategic projects: e.g. A14, A428, East West Rail, Ely North Junction

3. TRAINING PLAN

- 3.1 For Economy & Environment Committee, the development of a training plan has been considered in light of the key functions of the Committee, based on the experience of Committee Members in terms of what training and visits they found useful.
- 3.2 At the last Economy & Environment Spokes meeting on 20th April 2017, Spokes made the following points in relation to a Training Plan for the new Council:
- It was agreed to gauge from new Members their training interests, and for officers to propose general training areas in a draft Training Plan (see 3.3 below).
 - Cllr Bates explained that the suggestion of an A14 Seminar had risen following a meeting with the Regional Director of Highways England. Staff at the Swavesey office have offered to accommodate Members and officers for the seminar, which can be combined with a site visit. All agreed this can take place following elections.
- 3.3 An initial draft of development topics to be included within the training plan has been developed, and these are included as **Appendix B**. Once Committee Members have approved the training plan, suitable details and dates for each session will be identified

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

4.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

4.3 Supporting and protecting vulnerable people

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.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Not applicable
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?	Not applicable
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Not applicable
Have the equality and diversity implications been cleared by your Service Contact?	Not applicable
Have any engagement and communication implications been cleared by Communications?	Not applicable
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Not applicable
Have any Public Health implications been cleared by Public Health	Not applicable

Source Documents	Location
Council Agenda and Minutes – 24 March 2015	https://cmis.cambridgeshire.gov.uk/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/276/Committee/20/Default.aspx

APPENDIX A – COMMITTEE AGENDA PLAN

ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN	Published 2nd May 2017 Updated 15 th May 2017		Cambridgeshire County Council
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Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

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

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

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

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

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

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

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
01/06/17	Review of Preliminary Flood Risk Assessment	Sass Pledger	Not applicable	2.00p.m. Thursday 20 th April Room 308	18/05/17	22/05/17
	National productivity investment Fund for Local Road Network	Jeremy Smith / Elsa Evans	Not applicable			
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Appointments to Internal Advisory Groups, Panels and Partnership and Liaison and Advisory Groups and appointment of Champions	Rob Sanderson	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Agenda Plan	Democratic Services	Not applicable			
13/07/17	Kings Dyke Update/Appointment of Framework Contractor	Brian Stinton	2017/004	2.00 p.m. Thursday 8 th June Room 308	29/06/17	04/07/17
	Adult Learning Self-Assessment Report	Lynsi Hayward-Smith	Not applicable			
	Member Led Review of Cycle Infrastructure Schemes	Tamar Oviatt-Ham	Not applicable			
	Bikeability Cycle Training – Alternative Funding Investigations	Mike Davies	Not applicable			
	Waterbeach Barracks and Airfield Planning Application	Colum Fitzsimons	Not applicable			
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
10/08/17	Planning Obligations Strategy	Colum Fitzsimons	Not applicable	2.00p.m. Thursday 11 th July Room 128	27/07/17	01/08/17
	Huntingdonshire Local Plan	Colum Fitzsimons	Not applicable			
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
	Business Planning	Graham Hughes	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
14/09/17	Transport Investment Plan (TIP)	Jeremy Smith/Elsa Evans	2017/029	9.30 a.m. Tuesday 8 th August Room 308	31/08/17	05/09/17
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
12/10/17	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 7 th September Room 128	29/09/17	03/10/17
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
16/11/17	Allocations of Integrated Transport Block Funding Transport	Elsa Evans	2017/005	2.00p.m. Tuesday 10 th October Room 308	02/11/17	07/11/17
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable			
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
7/12/17	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 31 st October Room 308	23/11/17	28/11/17
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
11/01/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00 p.m. Thursday 5 th December Room 128	28/12/17	02/01/18
	Business Planning	Graham Hughes	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
8/02/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	2.00p.m. Thursday 4 th January 2018 Room 308	25/01/18	30/01/18
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
8/03/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		22/02/18	27/02/18
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
12/04/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		29/03/18	03/04/18
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			

Committee date	Agenda item	Lead officer	Reference if key decision	Spokes meeting date	Deadline for draft reports	Agenda despatch date
	Agenda Plan	Democratic Services	Not applicable			
24/05/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		10/05/18	15/05/18
	Business Planning	Graham Hughes	Not applicable			
	Economy and Environment Committee Training Plan	Graham Hughes / Cathryn Rutangye	Not applicable			
	Agenda Plan	Democratic Services	Not applicable			
To be programmed						
Reserved for Final Council approval: Local Transport Plan						

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

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

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

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

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

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

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

APPENDIX B – TRAINING PLAN

ECONOMY & ENVIRONMENT INFRASTRUCTURE COMMITTEE TRAINING PLAN	The Training Plan below includes topic areas for E&E Committee approval. Following sign-off by E&E Committee the details for training and development sessions will be worked up.	
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Ref	Subject	Desired Learning Outcome/Success Measures	Priority	Date	Responsibility	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
	Flood Risk Management Strategy and work				Sass Pledger				
	Energy Strategy and work				Sass Pledger				
	County's role in Growth and Development				Sass Pledger				
	County Planning Minerals and Waste				Sass Pledger				
	Introduction to major infrastructure delivery				Stuart Walmsley				
	A14 Seminar and site visit				Stuart Walmsley				
	Ely Bypass Site visit				Stuart Walmsley				

REVIEW OF PRELIMINARY FLOOD RISK ASSESSMENT

To: Economy and Environment Committee

Meeting Date: 1 June 2017

From: Executive Director of ETE, Graham Hughes

Electoral division(s): All

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

Purpose: To consider a report that the County Council is required to produce under national and European legislation:

1. Cambridgeshire Preliminary Flood Risk Assessment (PFRA) Review 2017.

Recommendation: That Committee approve:

- a) The Cambridgeshire Preliminary Flood Risk Assessment Review 2017, as set out in Appendix 1.
- b) The new Flood Risk Areas, with the recommendation that the County Council be allowed to amend the boundaries of these areas to make them more meaningful. These areas are currently as set out in Appendix 2.
- c) Delegate authority to the Director of Economy Transport and Environment to make minor final amendments to the Preliminary Flood Risk Assessment Review 2017 ahead of submission to the Environment Agency in June 2017.

<i>Officer contact:</i>	
Name:	Julia Beeden
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Email:	julia.beeden@cambridgeshire.gov.uk
Tel:	01223 699976

1. BACKGROUND

- 1.1 Cambridgeshire County Council is a Lead Local Flood Authority (LLFA) with responsibility for managing flood risk from surface runoff, ordinary watercourses and groundwater. The Environment Agency remain as the competent authority for flood risk from main rivers, reservoirs and the sea.
- 1.2 Wide scale surface water flooding experienced during 2007 precipitated the publication of the Pitt Review, which contained 92 recommendations for Government to consider. The Pitt Review recommendations were transposed into UK law in the form of the Flood and Water Management Act 2010. The Act gave LLFAs statutory duties and powers to manage surface water flood risk. Additionally, there are over 60 Internal Drainage Boards (IDBs), four District Councils, and a City Council within the County that play an important role in local flood risk management.
- 1.3 As part of the County Council's role as a LLFA it must meet the requirements of the Flood Risk Regulations 2009 that implement the European Floods Directive (2007/60/EC). The regulations seek to provide a consistent approach to managing flood risk across Europe, through a six year planning cycle. This legislation was being developed at a similar time to the Pitt Review and hence overlaps in numerous places. Appendix 1 illustrates the links between the different flood risk management legislation and plans that are relevant to the County Council.
- 1.4 The primary framework used for managing surface water risk in Cambridgeshire is that set out in the Flood and Water Management Act 2010 and the Cambridgeshire Flood Risk Management Strategy (illustrated by Appendix 1's blue column). However in addition to this the Flood Risk Regulations 2009 requirements need to be met.
- 1.5 The Flood Risk Regulations 2009 required each LLFA to undertake three elements of work:
 - 2011 - preliminary flood risk assessment including identification of flood risk areas;
 - 2013 - preparation of flood hazard and risk maps (for those LLFA that had designated Flood Risk Areas;
 - 2015 - preparation of flood risk management plans.
- 1.6 The Flood Risk Regulations 2009 state that each of the above three steps must be reviewed and updated every 6 years. Therefore the upcoming deadlines are:
 - 2017 - review of Preliminary Flood Risk Assessment including identification of new Flood Risk Areas;
 - 2019 - preparation of updated flood mapping; and
 - 2021 - preparation of Flood Risk Management Plans for the Flood Risk Areas.
- 1.7 A Preliminary Flood Risk Assessment is a high level screening exercise that brings together easily available information from various sources to assess

local flood risk. The key stages of Preliminary Flood Risk Assessment involve collecting information on past (historic) floods and future (potential) flood risk; considering the impacts of these on Cambridgeshire; identifying how the Lead Local Flood Authority would manage this information and assembling the details into a Preliminary Flood Risk Assessment report.

- 1.8 In 2011, the County Council developed the Cambridgeshire Preliminary Flood Risk Assessment. At the time, based on national criteria, no Flood Risk Areas were designated. As required by legislation, the Preliminary Flood Risk Assessment and Flood Risk Areas now need revisiting and updating to reflect new data, information and evidence.
- 1.9 An Environment Agency guidance document on the production of Preliminary Flood Risk Assessments was issued to LLFAs in February 2017, and the guidance has been adhered to in the development of this Preliminary Flood Risk Assessment.

2. MAIN ISSUES

Preliminary Flood Risk Assessment Review

- 2.1 There are several reasons why a review is needed. Since 2011, Cambridgeshire has experienced several significant flood events; flood mapping in the UK has improved; and systems and processes used by LLFAs have been further developed. The significant updates in Cambridgeshire since 2011 include:
 - Widespread surface water flooding in 2012, 2014 and 2015;
 - New mapping is available aiding better understanding of future risk; and
 - Better understanding of local issues and risk developed through having undertaken a number of surface water management plans.
- 2.2 Rather than prepare a new full Preliminary Flood Risk Assessment report it was agreed by the national Preliminary Flood Risk Assessment steering group (which included Cambridgeshire County Council) that it would be more efficient to develop a simple self-assessment proforma. This review template was supplied to LLFAs by the Environment Agency in February 2017 and the completed version for Cambridgeshire is attached in Appendices 2 and 3.

Identification of Flood Risk Areas

- 2.3 One of the outputs of the Preliminary Flood Risk Assessment is the identification of Flood Risk Areas. The process of selecting the areas is undertaken at a national level based on European criteria. The areas are selected based on comparing the probability of flooding against the potential consequences it would have in an area. Updated flood risk mapping is used for this purpose alongside records of population and national and local receptors (hospitals, schools, critical infrastructure etc.). In Cambridgeshire there are many areas at risk of surface water flooding, however the Flood Risk Areas focus on those locations where flooding could have the most significant impacts on large populations and public services based on national criteria.

- 2.4 Following the recent national review, three areas have been designated for Cambridgeshire, these are:
- Cambridge City;
 - March; and
 - Huntingdon.
- 2.5 As a result of identification of these three areas the County Council will have to prepare three future Flood Risk Management Plans for June 2021. However, separate to the Flood Risk Regulations 2009 process, the County Council has already developed the Cambridgeshire Flood Risk Management Strategy. This strategy provides the key framework for delivery of flood risk management in Cambridgeshire. It identifies several locations in the County at risk of surface water flooding including Cambridge City and March, which have experienced significant flooding in recent years. As a consequence detailed surface water management plans have already been developed for several locations. The County Council is working to deliver the recommendations of these plans alongside its other statutory duties. The information and data from the Surface Water Management Plans can be used as part of the evidence base for the development of the future Flood Risk Management Plans for Cambridge and March.
- 2.6 It should be noted that, these areas are not selected on the basis of the size of the town, or the area with the most overall flood risk, but those specifically with the greatest chance of surface water flooding affecting critical infrastructure. The larger towns of Wisbech and St Neots which have significant Main River flood risk are dealt with by the Environment Agency under the Flood Risk Regulations 2009.
- 2.7 A detailed surface water management plan has not already been developed for Huntingdon, so this exercise will help to further develop our understanding of risk in the town. Fewer recent flooding events have been recorded in Huntingdon as in other parts of the county. However due to the density of population and services, should surface water flooding take place the impacts would be of concern. For this reason the recommendation is that the County Council accepts the designation of these Flood Risk Areas and prepares, in future, to do a plan for Huntingdon to join the suite of existing management plans for other areas of Cambridgeshire. (It should be noted that delivery of management plan actions is undertaken on the basis of risk and deliverability).
- 2.8 While small changes can be suggested to the Flood Risk Area boundaries, designation could not be rejected without significant reason. It is proposed to amend the indicative boundary for Huntingdon Flood Risk Area to better reflect the shape of the town. No changes are proposed to the Cambridge or March boundaries. The indicative and amended Flood Risk Areas are shown in Appendices 4-7.
- 2.9 Once approved by E&E Committee the statutory Preliminary Flood Risk Assessment Review needs to be submitted to the Environment Agency by 22nd June 2017.

3. ALIGNMENT WITH CORPORATE PRIORITIES

In addition to aligning with Corporate Priorities, it should be noted that this work enables the County Council to comply with its statutory duties under the Flood Risk Regulations (2009) and Flood and Water Management Act (2010).

3.1 Supporting and protecting vulnerable people when they need it most

The report above sets out the implications for this priority in the following ways: Flooding has considerable social, environmental and economic impacts on communities. For example health and social consequences of flooding can include: drowning, infection, injury and loss of sleep, plus difficulty accessing family and friends, healthcare, schools and other local services. Loss of possessions plus costs of recovery, re-building and increasing insurance will create economic impacts on communities. The stress incurred can also contribute to a risk of developing mental health issues.

The Cambridgeshire Preliminary Flood Risk Assessment and Flood Risk Area designation identifies areas and infrastructure at significant risk of flooding. Although the Preliminary Flood Risk Assessment exercise has no impact on this, the future Flood Risk Management Plan development process will contribute towards managing the risk and the consequences.

3.2 Helping people live healthy and independent lives in their communities

The following implications have been identified by officers: Flooding has considerable social, environmental and economic impacts on communities. Through highlighting areas where flooding will have significant impacts the County and its partners can work with communities to make them more resilient to flooding and therefore more independent. See section 3.1 for examples of the impacts of flooding.

3.3 Developing the local economy for the benefit of all

The following implications have been identified by officers: Through highlighting areas and infrastructure where flooding will have significant impacts the County and its partners can develop plans to help make the local economy more resilient.

4. SIGNIFICANT IMPLICATIONS

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

4.1 Resource Implications

The designation of the Flood Risk Areas creates the need to prepare Flood Risk Management Plans for the three new Flood Risk Areas by June 2021. Resources will need to be available to research and prepare new information, update existing information and prepare these plans in consultation with other flood risk management partner organisations. It is estimated that there are sufficient resources to undertake the work with current budgets, subject to the nationally derived specification for the Flood Risk Management Plans not significantly increasing. This is because the work that the Council has carried

out so far in developing Surface Water Management Plans for Cambridge and March will provide considerable efficiency in the development of Flood Risk Management Plans.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

Any future procurement will be undertaken according to the Council's Contract Procedure Rules

4.3 Statutory, Risk and Legal Implications

Preparation of the three Flood Risk Management Plans is legally required and failure to do so could place the Council at risk. However the future status of the Flood Risk Regulations 2009 after EU exit could change the exact requirements placed upon the Council. When the Flood Risk Management Plans are prepared in 2020 they will come to Committee for approval.

4.4 Equality and Diversity Implications

There are no significant implications within this category

4.5 Engagement and Communication Implications

At this stage the Preliminary Flood Risk Assessment review is a very high level exercise.

4.6 Localism and Local Member Involvement

When the Flood Risk Management Plans are developed local members will be consulted on the process and asked to assist with the provision of local information.

4.7 Public Health Implications

Please see section 3.1 for examples of the impacts that flooding can have on communities.

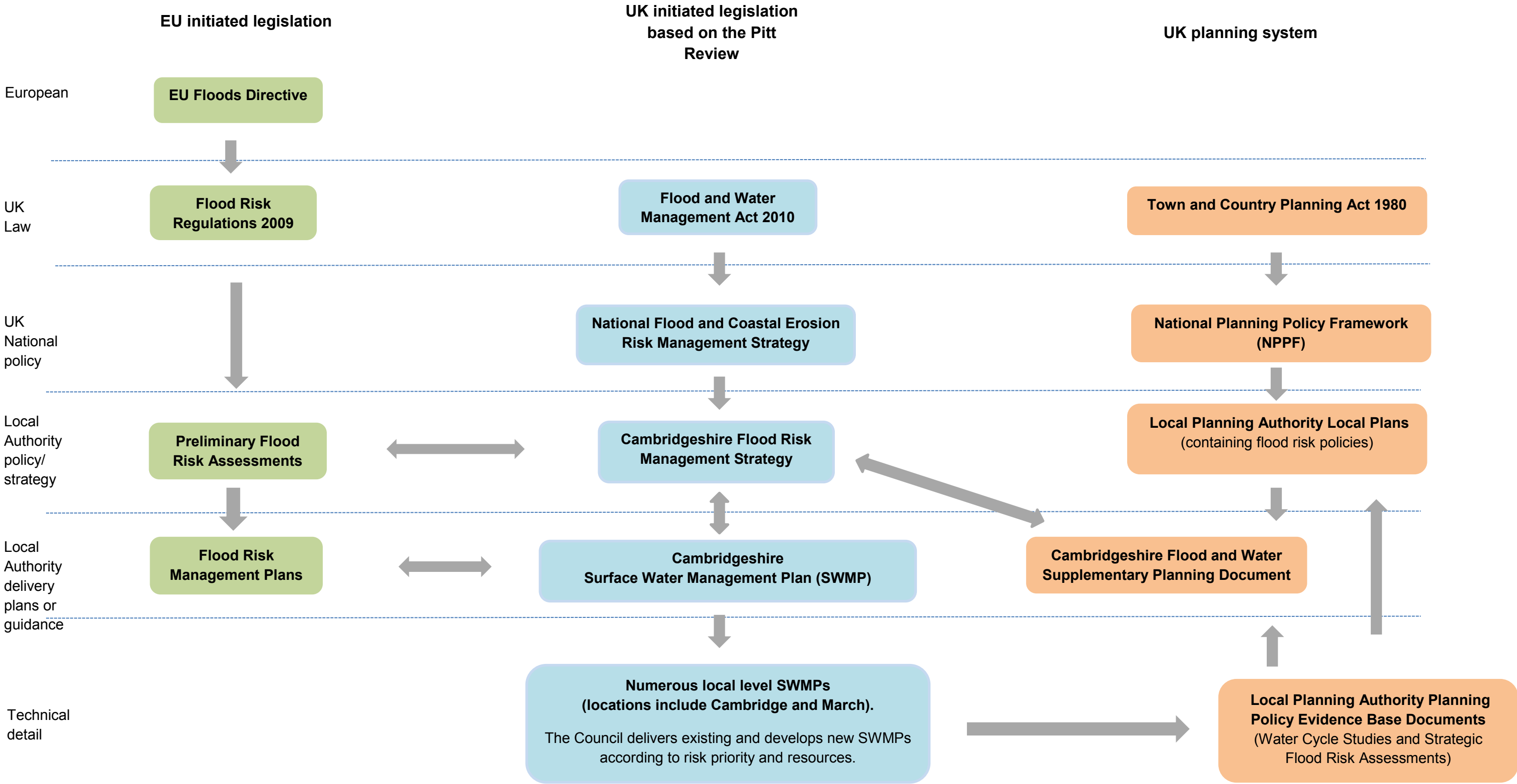
5. Appended reports and source documents

Appended reports for consideration	
1	Diagram of relevant legislation and plans
2	Cambridgeshire Preliminary Flood Risk Assessment Review 2017
3	Preliminary Flood Risk Assessment review spreadsheet annexes
4	Map of the proposed Flood Risk Area - Cambridge indicative area
5	Map of the proposed Flood Risk Area - March indicative area
6	Map of the proposed Flood Risk Area - Huntingdon indicative area
7	Map of the proposed Flood Risk Area - Huntingdon amended

Source documents	Location
PRELIMINARY FLOOD RISK ASSESSMENT FOR CAMBRIDGESHIRE 2011	Documents are available from Shire Hall, room 302, Cambridge.
ENVIRONMENT AGENCY GUIDANCE	

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual implications been cleared?	N/A
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Are there any Equality and Diversity implications?	No Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell
Are there any Localism and Local Member involvement issues?	No Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Flood and Water Management Legislation and Plans



Self-assessment form

January 2017

This self-assessment form is provided to enable each lead local flood authority (LLFA) in England to complete the first review of its preliminary assessment report and identification of flood risk areas (FRAs), as required by the Flood Risk Regulations (2009).

Who should complete this self-assessment?

Every LLFA in England should complete parts A, C and D of the self-assessment form and submit it, with the additional information requested in sections C3 and C4, to the appropriate Environment Agency Partnership and Strategic Overview team **no later than 22 June 2017**.

All LLFAs should **read the guidance document 'Preliminary flood risk assessment review: guidance for lead local flood authorities in England'** before completing the self-assessment form.

Part A - LLFA contact information	
Name of LLFA	Cambridgeshire County Council
Name of LLFA officer submitting the assessment	Julia Beeden
Job title	Flood and Water Business Manager
Telephone number	01223 699976
Email address	julia.beeden@cambridgeshire.gov.uk
Name of LLFA officer approving the assessment	Graham Hughes
Job title	Executive Director of ETE
Date submitted to Environment Agency	TBC – before 22 nd June 2017
Link to PFRA report 2011	http://webarchive.nationalarchives.gov.uk/20140328084622/http://www.cambridgeshire.gov.uk/environment/floodandwater/flooding/Flood+Risk+Regulations.htm

Part B - to be completed by the Environment Agency	
Name of Environment Agency officer receiving the completed assessment	
Job title	
Date assessment received from LLFA	
Date assessment agreed with LLFA	

Part C - LLFA self-assessment

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
1. Governance and partnership	1.1 Since publication of the PFRA in 2011, have there been any changes to, or creation of new, risk management authorities (RMAs) with responsibilities in the LLFA area?	No		
	1.2 Are all roles and responsibilities for collecting and recording flood risk data and information clearly defined, including the respective roles and responsibilities of upper and lower tier authorities and other RMAs where relevant?	Yes	Roles are clearly defined within Cambridgeshire. Partners work together as part of the Cambridgeshire Flood Risk Management Partnership and other risk management partnerships such as the Cambridgeshire and Peterborough Local Resilience Forum.	A review of the collected Cambridgeshire data and the partner responsibilities is due to take place in 2017/18.
2. Data systems and management	2.1 Do you have an up-to-date record of relevant sources of flood risk data and information for the LLFA area, including those held by other organisations?	Yes	<p>The County Council uses:</p> <ul style="list-style-type: none"> • All Environment Agency generated flood maps online. • historical records of flood events that have been collated since 2010 ('flooding memories') • Local Highway Authority customer service (Insight) flooding/standing water reports. • a mapped record of 'wet spots' to record high priority flood risk areas • details of groundwater flood risk potential provided by the Environment Agency • Asset data from across the County Council and internal drainage boards • Digdat (Anglian Water sewer data) 	

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
	2.2 Have sources of 'locally agreed surface water information' been established and maintained for the LLFA area and agreed with relevant partners?	Yes	The County Council as LLFA uses the Risk of Surface Water Flooding map / uFMfSW as the best source of local flood risk mapping data. Some additional mapping was created as part of surface water management plans and this was fed to the Environment Agency for inclusion in the mapping. Since 2014 no further updates have been made or are planned in the imminent future.	Any future modelling to be down to the correct specification for incorporation into the Risk of Flooding from Surface Water maps.
	2.3 Are systems in place to collect, record and share data and information for the purpose of assessing flood risk in the LLFA area?	Yes	The County Council as LLFA uses a suitable database called GeoEnviron to input and hold data e.g. surface water planning consultations, consents and asset records.	Continue to use and maintain database
	2.4 Are systems in place to assure the quality and security of data and information recorded for the purpose of assessing flood risk in the LLFA area?	Yes	Data is held on the County Council database GeoEnviron and in the Council filing systems. The Council applies a number of IT security policies: - protective marking policy - safe information handling policy - information security incident policy	During 2017/18 the team is scheduled to undertake its next regular review of the data the County Council holds, its accuracy and its use.
	2.5 Do you understand the condition and performance of the public, third party and private assets in your register in terms of flood risk?	No	The County Council as LLFA has a record of assets and supplemental asset information from the County Council itself, District Councils and the IDBs, and has access to Anglian Water data via the Digdat website. Reliable condition and performance information was difficult for partners to provide due to how quickly this can change. Some RMAs operate reactive maintenance, no longer having a proactive checking routine for their assets. Therefore the Cambridgeshire Flood Risk Management	<p>The County Council is to request to view Environment Agency asset data in their offices on a project by project basis. No further action is required or CCC with regards to trying to obtain a full copy of the Agency's asset register.</p> <p>For the Cambridgeshire asset register and database ensure that the priority for data collection is assets related to surface water flood risk.</p>

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
			<p>Partnership agreed that the LLFA would not insist on condition or performance data for assets. To mitigate this in part the County Council has undertaken and collected data from a series of asset surveys for high risk locations. Many of these surveys were undertaken on third party assets.</p> <p>Although there was originally a national plan for sharing of Environment Agency asset data with LLFAs through the AIMS system, this has not materialised. Cambridgeshire County Council has not therefore secured local Environment Agency asset data for Cambridgeshire's asset register and asset database.</p>	<p>The County Council as LLFA may continue to undertake selective condition surveys as required, via a risk prioritisation system. This may be as part of proactively improving the asset register, reactive flood investigations or as part of development of delivery options for flood risk management projects.</p>
3. Past floods since Dec 2011 only) Information on past floods since 2011 is required for reporting to the European Commission	3.1 Have any flood events occurred since publication of the original PFRA report in December 2011 that have added to or changed your understanding of significant flood risk in the LLFA area? See the guidance document on which floods to report.	Yes	<p>Do not populate this box.</p> <p>Provide details of relevant floods by updating annex 1 Past floods of your original PFRA report to include relevant floods since 2011.</p> <p>Information from your updated annex 1 will be used for reporting to the European Commission.</p>	<p>Annex 1 Past floods of your original PFRA report has been updated to include relevant floods since 2011.</p>
	3.2 Has your current understanding of significant flood risk in the LLFA area changed as a result of the consequences of floods that have occurred since 2011? How?	Yes	<p><i>If yes, complete this box and copy your statement to the relevant section of the PFRA addendum template at the end of this document.</i></p> <p>The County Council as LLFA has greater confidence and greater understanding of the location and impacts of intense rainfall/storms on Cambridgeshire, including the most vulnerable properties and residents and the locations most at risk of repeat flooding. Flooding incidents have helped to reality check</p>	

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
			the national Risk of Surface Water flooding maps which appear to provide an acceptable representation.	
4. Future flood information Information on future floods is required for reporting to the European Commission	4.1 Have you created or received new information on potential future floods that has added to or changed your understanding of significant flood risk in the LLFA area since publication of your original PFRA report in 2011?	Yes	<p>Do not populate this box.</p> <p>Provide details by updating annex 2 Future floods of your original preliminary assessment report to include relevant new information since 2011.</p> <p>Information from your updated annex 2 will be used for reporting to the European Commission.</p>	
	4.2 Have you created or received new information to improve the understanding of the future impact of climate change on flood risk in the LLFA area?	Yes	<p>The Environment Agency have produced a map to use as a proxy for climate change. This identifies the potential increase in flood risk to areas based on the change from a 1% probability flood event now to what a 1% flood event could look like with climate change. This was done as a simple proxy analysis at the national level comparing the number of people at risk from surface water flooding from a rainfall event with a 1% chance of occurring in any year to the number at risk from a rainfall event with a 0.1% chance of occurring in any year. Where the numbers of people at risk (counted per 1 kilometre grid square) increases between these two rainfall events this demonstrates a susceptibility to climate change.</p> <p>Cambridgeshire is an area of significant new development and population growth which has</p>	Once the data is available for Cambridgeshire, the County Council will undertake a review of the proxy map to better understand the work that RMAs in Cambridgeshire will need to do to help communities prepare and adapt.

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
			have implications for the impacts of future floods.	
	4.3 Have you created or received new information on long term developments to improve your understanding of flood risk in the LLFA area?	Yes	New information is constantly gained through the LLFA's work as a statutory planning consultee for major developments. Working closely with the LPAs and developers helps to enable a comprehensive understanding of the new sites and of any interaction with flood risk in surrounding areas. Pre-application discussion is particularly useful.	The Anglian Central RFCC is working with the LLFAs in the River Great Ouse catchment to recruit an officer to specifically work on enabling flood risk betterment from new development. An advisor should be in post from summer 2017.
	4.4 Has your understanding of flood risk in the LLFA area changed since 2011 as a result of new information on the potential consequences of future floods, the impact of climate change or long term developments? How?	Yes	<p><i>Complete this box and copy your statement to the relevant section of the PFRA addendum template at the end of this document.</i></p> <p>Understanding has changed due to:</p> <ul style="list-style-type: none"> the new Risk of Surface Water Flooding maps the County Council having led on preparation of SWMPs for several locations since 2011. This has refined RMA understanding of flood risk issues in localised areas. the County Council as LLFA continues to work closely with other RMAs and this has enabled development of a stronger understanding of the different types of risk across Cambridgeshire. 	Outputs from the proxy climate change map will be noted in due course.
5. Identification of Flood Risk Areas for 2nd planning cycle	5.1 Are the indicative FRAs an appropriate representation of significant surface water flood risk in your LLFA area?	Yes	Cambridge – yes. Cambridge was rated very highly in Cambridgeshire's list of wet spots (areas vulnerable to surface water flooding). The County Council already has a SWMP for the higher risk parts of this area and several flood risk management schemes have already	Accept the indicative FRA for Cambridge and March. Amend the area of the Huntingdon FRA to make it more meaningful.

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
Identified FRAs are required for reporting to the European Commission			<p>been delivered or are underway working with Cambridge City Council</p> <p>Huntingdon – yes. This rates in the top ten areas at risk because of the potential impacts if flooding was to take place. The area within the proposed FRA boundary contains many important receptors. However this area has not experienced many flood events so the County Council/ Cambridgeshire Flood Risk Management Partnership does not have significant evidence to ground truth the mapping.</p> <p>March – yes. March was rated very highly in the list of Cambridgeshire wet spots (areas vulnerable to surface water flooding). The County Council already has a SWMP for this area and flood risk scheme delivery is underway.</p>	
	5.2 Do the consequences of flooding from other local sources , i.e. groundwater or ordinary watercourses, or from combined multiple sources , indicate any other areas of significant risk?	No	<p>No with respect to groundwater</p> <p>There are some localised areas where ordinary watercourses cause risk issues but not on the same scale as that linked to identification of an FRA.</p> <p>There are some localised areas where several sources of flooding are combined but not on the same scale as that linked to identification of an FRA. Cambridgeshire County Council has been working with the Environment Agency on their Communities at Risk workstream to see where there are overlaps of ordinary watercourse and/or surface water flooding with main river flooding.</p>	Cambridgeshire County Council to continue to work with the Environment Agency on their 'Communities at Risk' workstream.

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
			Areas where the risk of flooding from main rivers is significant will be identified in the Environment Agency's PFRA submission.	
	5.3 Has your PFRA review identified any other information which indicates other areas of significant risk?	No		
	5.4 On the basis of the national evidence provided and your review, do you agree with the indicative FRAs for your area?	Yes	<p>Do not populate this box.</p> <p>List your FRAs in annex 3 of your original preliminary assessment report.</p> <p>If you do not agree with an indicative FRA, we advise that you engage early with the relevant Environment Agency PSO team to raise questions or concerns ahead of submitting this form (see guidance document).</p>	
	5.5 On the basis of local evidence and your review, are you amending or identifying any additional FRAs for your area?	Yes	<p>Do not populate this box.</p> <p>List additional FRAs in annex 3 of your original preliminary assessment report.</p> <p>If you are amending, or proposing additional, FRAs, this should first be discussed with the relevant Environment Agency PSO team ahead of submitting this form.</p>	Amend the boundary of the Huntingdon FRA to better reflect the shape of the town.

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
6. Updating the original preliminary assessment report using the template addendum (see also Part D) Updates are required for reporting to the European Commission	6.1 Have you completed an addendum to update your preliminary assessment report?	Yes	Do not populate this box. Complete the addendum template provided below	

Part D Template for addendum to update the original Preliminary Flood Risk Assessment report

ADDENDUM

Update to the preliminary flood risk assessment report for **Cambridgeshire County Council**

The preliminary flood risk assessment (PFRA) and flood risk areas (FRAs) **Cambridgeshire County Council** were reviewed during 2017, using all relevant current flood risk data and information, and agreed with the Environment Agency on **XX December 2017**.

Changes to the assessment of risk since the preliminary assessment report was published in 2011 are described in the statements in this addendum

The annexes to the preliminary assessment report have been reviewed and updated to show relevant new information since 2011.

Past flood risk

The County Council as LLFA has greater confidence and greater understanding of the location and impacts of intense rainfall/storms on Cambridgeshire, including the most vulnerable properties and residents and the locations most at risk of repeat flooding. Flooding incidents have helped to reality check the online Risk of Surface Water flooding maps which appear to provide an acceptable representation.

Future flood risk

The County Council's understanding has changed due to:

- The new Risk of Surface Water Flooding maps
- the County Council having led on preparation of SWMPs for several locations since 2011. This has refined RMA understanding of flood risk issues in localised areas.
- the County Council as LLFA continues to work closely with other RMAs and this has enabled a stronger understanding of the different types of risk across Cambridgeshire.

Flood risk areas (FRAs)

The following FRAs have been identified for the purposes of the Flood Risk Regulations (2009) 2nd planning cycle:

- Cambridge (as per indicative area)
- Huntingdon (as per amended area)
- March (as per indicative area)

Other changes

Not applicable.

Preliminary assessment report spreadsheet: instructions

Introduction:

This spreadsheet contains 3 sheets, for reporting details of a preliminary assessment report. The sheets are labelled Annex 1, 2 and 3 and should remain so. This Environment Agency's PFRA Guidance should be referred to when completing the Annexes. Reporting information on past floods (Annex 1) is described in section 3.4 of the PFRA Guidance. Reporting information on future floods (Annex 2) is described in section 3.5 of the PFRA Guidance. Note that information might not be available for many of the optional fields in Annexes 1 and 2. Reporting information on Flood Risk Areas (Annex 3) is described in section 4.4 of the PFRA Guidance. If a PFRA does not identify a Flood Risk Area, Annex 3 does not have to be completed.

Please select a Lead Local Flood Authority from the following list:

Note that only one LLFA name can be selected. Where several LLFAs are working together, select one of the LLFAs, and then list the others below. If a particular LLFA is leading the exercise then it should be identified in the box in row 15. If there is no particular lead then it does not matter which one is selected; for example you might enter the LLFA that comes first among the group alphabetically.

Select here: Cambridgeshire

Working with: *(only complete this box where several LLFAs are working together to produce a PFRA)*

For Annexes 1, 2 and 3:

Mandatory content to meet European Commission reporting requirements is shown in **red**.
If an optional field is not applicable, record "Not applicable" or "NA".
If an optional field is not known, record "Unknown".

For Annex 1 in particular:

Note that only past floods with significant consequences need to be reported in Annex 1. Each past flood record must have significant consequences for at least one type of consequence (human health, economic, environment, or cultural). Some information on past floods is optional, but only for this first PFRA cycle. In future cycles, the European Commission will require more information to be reported for floods that occur after 22 Dec 2011. This is shown by the fields labelled "Optional for first cycle". LLFAs should record the following information from 22 Dec 2011: Start date, Days duration, Probability, Main source, Main mechanism, Main characteristics, and Significant consequences of flooding.

Appx 3 ANNEX 1: Records of past floods and their significant consequences (preliminary assessment report spreadsheet)													
Field:	Flood ID	Summary description	Name of Location	National Grid Reference	Location Description	Start date	Days duration	Probability	Main source of flooding	Additional source(s) of flooding	Confidence in main source of flooding	Main mechanism of flooding	Main characteristic of flooding
Mandatory / optional:	Mandatory	Mandatory	Mandatory	Mandatory	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Format:	Unique number between 1-9999	Max 5,000 characters	Max 250 characters	12 characters: 2 letters, 10 numbers	Max 250 characters	'yyyy' or 'yyyy-mm' or 'yyyy-mm-dd'	Number with two decimal places	Max 25 characters	Pick from drop-down	Max 250 characters, same source terms	Pick from drop-down	Pick from drop-down	Pick from drop-down
Notes:	A sequential number starting at 1 and incrementing by 1 for each record.	Description of the flood and its adverse or potentially adverse consequences. Where available, information from other fields (<u>Start date</u> , <u>Days duration</u> , <u>Probability</u> , <u>Main source</u> , <u>Main mechanism</u> , <u>Main characteristics</u> , <u>Significant consequences</u>) should be repeated here.	Name of the locality associated with the flood, using recognised postal address names such as streets, towns, counties. If the flood affected the whole LLFA, then record the name of the LLFA.	National Grid Reference of the centroid (centre point, falls within polygon) of the flood extent, or of the area affected if there is no extent information.	A description of the general location that was flooded.	The date when the flood commenced - when land not normally covered by water became covered by water.	The number of days (duration) of the flood - that land not normally covered by water was covered by water. Values should be within the range 0.01 - 999.99 (permitting records to the nearest quarter of an hour, where appropriate).	The chance of the flood occurring in any given year - record X from "a 1 in X chance of occurring in any given year". Where this is difficult to estimate, a range can be recorded.	Pick the source from which the majority of flooding occurred. Refer to the PFRA guidance for definitions of sources.	If flooding occurred from, or interacted with, any other sources (other than the <u>Main source of flooding</u>), report the source(s) here, using the same source terms.	Pick a broad level of confidence in the <u>Main source of flooding</u> from; 'High' (compelling evidence of source - about 80% confident that source is correct), 'Medium' (some evidence of source but not compelling - about 50% confident that source is correct) 'Low' (source assumed - about 20% confident that source is correct) or 'Unknown'.	Pick a mechanism from; 'Natural exceedance' (of capacity), 'Defence exceedance' (floodwater overtopping defences), 'Failure' (of natural or artificial defences or infrastructure, or of pumping), 'Blockage or restriction' (natural or artificial blockage or conveyance channel or system), or 'No data'.	Pick a characteristic from; 'Flash flood' (rises and falls quite rapidly with little or no advance warning), 'Natural flood' (due to significant precipitation, at a slower rate than a flash flood), 'Snow melt flood' (due to rapid snow melt), 'Debris flow' (conveying a high degree of debris), or 'No data'. Most UK floods are 'Natural floods'.
Example:		1 On the 14 April 1998 an intense storm system produced surface water flooding across Essex, concentrated in the west of the county. The flooding lasted about 6 hours, and 23 residential properties were recorded as suffering internal flooding, in Epping and North Weald. The surface runoff exceeded the drainage capacity in several places, and so probably had a 1 in 30 to 1 in 50 chance of occurring in any given year.	Essex	SX1234512345	Several towns and villages across west Essex	1998-04-15		0.25 20-50	Surface runoff		High	Natural exceedance	Natural flood
Records begin here:		1 In March 1947, fluvial flooding from main rivers and ordinary watercourse caused largescale flooding. Watercourses were overwhelmed following excessively fast snowmelt.	Cambridgeshire	TL3703577090	Many towns and villages in the West of the County.	1947-03			Main rivers	Ordinary Watercourses	Medium	Natural exceedance	Snow melt flood
		2 In September 1968 there was extensive river flooding in the south of the County.	Cambridgeshire	TL3703577090	South Cambridgeshire	1968-09			Main rivers	Ordinary Watercourses	Medium	Natural exceedance	Natural Flood
		3 In May 1978 there was flooding in approximately 6 locations in the south of the county.	Cambridgeshire	TL3703577090	Many villages on ordinary watercourses.	1978-05			Main rivers	Ordinary Watercourses	Medium	Natural exceedance	Natural Flood
		4 At the start of Easter 1998 (9-10 April) a stationary band of heavy rain affected the Midlands. This resulted in floods in which five people died and thousands had to be evacuated from their homes. The wettest area, with over 75 mm, stretched from Worcestershire towards The Wash and the flooded towns included Evesham, Leamington Spa, Stratford-on-Avon, Bedford, Northampton and Huntingdon. The Gt Ouse reached it's highest level since 1947.	Cambridgeshire	TL3703577090	Several towns and villages across Cambridgeshire	1998-04			Main rivers	Ordinary Watercourses	Medium	Natural exceedance	Natural flood
		5 In October 2001 very heavy rainfall resulted in widespread flooding across the county.	Cambridgeshire	TL3703577090	Several towns and villages across Cambridgeshire	2001-10			Main rivers	Surface Runoff	Medium	Natural exceedance	Natural flood
		6 In July 2012 flooding occurred in several locations in the south of the county.	Cambridgeshire	TL3703577090	South Cambridgeshire	2012-07			Main rivers	Ordinary Watercourses	Medium	Natural exceedance	Natural flood
		7 In August 2014 flooding occurred in several locations across the county.	Cambridgeshire	TL3703577090	Many villages on ordinary watercourses.	2014-08			Ordinary watercourses	Surface Runoff	Medium	Natural exceedance	Natural flood
		8 In July 2015 flooding occurred in several locations in Cambridge City and the south of the county.	Cambridgeshire	TL4613058678	Cambridge City	2015-07			Surface runoff		Medium	Natural exceedance	Natural flood

Significant consequences to human health	Human health consequences - residential properties	Property count method	Other human health consequences	Significant economic consequences	Number of non-residential properties flooded	Property count method	Other economic consequences	Significant consequences to the environment	Environment consequences	Significant consequences to cultural heritage	Cultural heritage consequences
Mandatory Pick from drop-down	Optional Number between 1-10,000,000	Optional Pick from drop-down	Optional Max 250 characters	Mandatory Pick from drop-down	Optional Number between 1-10,000,000	Optional Pick from drop-down	Optional Max 250 characters	Mandatory Pick from drop-down	Optional Max 250 characters	Mandatory Pick from drop-down	Optional Max 250 characters
Were there any significant consequences to human health when the flood occurred, or would there be if it were to re-occur?	Record the number of residential properties where the building structure was affected either internally or externally by the flood, or that would be so affected if the flood were to re-occur.	Where residential or non-residential properties have been counted, it is important to record the method of counting, to aid comparisons between counts. Choose from; 'Detailed GIS' (using property outlines, as per Environment Agency guidance), 'Simple GIS' (using property points), 'Estimate from map', or 'Observed number'.	If there were other <u>Significant consequences to human health</u> , describe them including information such as the number of critical services flooded.	Were there any significant economic consequences when the flood occurred, or would there be if it were to re-occur?	Record the number of non-residential properties where the building structure was affected either internally or externally by the flood, or that would be so affected if the flood were to re-occur.	Where residential or non-residential properties have been counted, it is important to record the method of counting, to aid comparisons between counts. Choose from; 'Detailed GIS' (using property outlines, as per Environment Agency guidance), 'Simple GIS' (using property points), 'Estimate from map', or 'Observed number'.	If there were other <u>Significant economic consequences</u> , describe them including information such as the area of agricultural land flooded, length of roads and rail flooded.	Were there any significant consequences to the environment when the flood occurred, or would there be if it were to re-occur?	If there were <u>Significant consequences to the environment</u> , describe them including information such as national and international designated sites flooded, and pollution sources flooded.	Were there any significant consequences to cultural heritage when the flood occurred, or would there be if it were to re-occur?	If there were <u>Significant consequences to cultural heritage</u> , describe them including information such as the number and type of heritage assets flooded.
Yes	23	Observed number		No				No		No	
Yes				Yes				No		No	
Yes				Yes				No		No	
Yes				Yes				No		No	
Yes				Yes				No		No	
Yes				Yes				No		No	
Yes				Yes				No		No	
Yes				Yes				No		Yes	A museum and scientific research building was significantly affected by this event.

Annex 1 Past floods

Comments	Data owner	Area flooded	Flood event outline confidence	Flood event outline source	Survey date	Photo ID	Lineage	Sensitive data	Protective marking descriptor	European Flood Event Code
Optional Max 1,000 characters Any additional comments about the past flood record.	Optional Max 250 characters	Optional Number with two decimal places The total area of the land flooded, in km ²	Optional Pick from drop-down Choose from: 'High' (data includes one of: Aerial video, Aerial photos, Professional survey, Flood level information, EA flood data recording staff notes), 'Medium' (data includes one of: EA/LA ground video, EA/LA ground photos, EA/LA flood event outline map, LA/professional partner officer site records, Public ground video), 'Low' (not confident) or 'Unknown'.	Optional Pick from drop-down	Optional 'yyyy' or 'yyyy-mm' or 'yyyy-mm-dd'	Optional Max 50 characters Provide references to relevant specific photographs, or to a set of relevant photographs. It may not be practical to reference all relevant photographs for each flood event.	Optional Max 250 characters Lineage is how and what the data is made from. Has this data been created by using data owned or derived from data owned by 3rd party (external) organisations? If yes please give details.	Optional Pick from drop-down Has the information been classified under the Government's Protective Marking Scheme? Include protective marking time limit where known. Note: If "Approved for Access" then report "Unmarked".	Optional Max 50 characters For use where organisations apply the Government's Protective Marking Scheme.	Auto-populated Max 42 characters This field will autopopulate using the LLFA name provided on the "Instructions" tab, and the Flood ID . It is an EU-wide unique identifier and will be used to report the flood information. Format: UK<ONS Code><P or F><LLFA Flood ID>. "ONS Code" is a unique reference for each LLFA. "P or F" indicates if the event is past or future. "LLFA Flood ID" is a sequential number beginning with 0001.
Environment Agency										UKE1000003P0001
										UKE1000003P0002
										UKE1000003P0003
Environment Agency										UKE1000003P0004
Environment Agency										UKE1000003P0005
Cambridgeshire County Council										UKE1000003P0006
Cambridgeshire County Council										UKE1000003P0007
Cambridgeshire County Council										UKE1000003P0008

ANNEX 2: Records of future floods and their consequences (preliminary assessment report spreadsheet)													
Field:	Flood ID	Description of assessment method	Name of Location	National Grid Reference	Location Description	Name	Flood modelled	Probability	Main source of flooding	Additional source(s) of flooding	Confidence in main source of flooding	Main mechanism of flooding	Main characteristic of flooding
Mandatory / optional: Format:	Mandatory Unique number between 1-9999	Mandatory Max 1,000 characters	Mandatory Max 250 characters	Mandatory 12 characters: 2 letters, 10 numbers	Optional Max 250 characters	Optional Max 250 characters	Optional Max 250 characters	Mandatory Max 25 characters	Mandatory Pick from drop-down	Optional Max 250 characters, same source terms	Optional Pick from drop-down	Mandatory Pick from drop-down	Mandatory Pick from drop-down
Notes:	A sequential number starting at 1 and incrementing by 1 for each record.	Description of the future flood information and how it has been produced. Cover Regulation 12(6) requirements of (a) topography, (b) the location of watercourses, (c) the location of flood plains that retain flood water, (d) the characteristics of watercourses, and (e) the effectiveness of any works constructed for the purpose of flood risk management. Information from other relevant fields (<u>Probability</u> , <u>Main source</u> , <u>Name</u>) should be repeated here.	Name of the locality associated with the flood, using recognised postal address names such as streets, towns, counties. If the flood affects the whole LLFA, then record the name of the LLFA.	National Grid Reference of the centroid (centre point, falls within polygon) of the flood extent, or of the area affected if there is no extent information. If the flood affects the whole LLFA, then record the centroid of the LLFA.	A description of the general location that could be flooded.	Name of the model or map product or project which produced the future flood information	Background, or additional information on the probability of the flood modelled - such as whether <u>Probability</u> refers to probability of rainfall or water on the ground.	The chance of the flood occurring in any given year - record X from "a 1 in X chance of occurring in any given year".	Pick the source which generates the majority of flooding. Refer to the PFRA guidance for definitions of sources.	If the flood is generated by, or interacts with, any other sources (other than the <u>Main source of flooding</u>), report the source(s) here, using the same source terms.	Pick a broad level of confidence in the <u>Main source of flooding</u> from; 'High' (compelling evidence of source - about 80% confident that source is correct), 'Medium' (some evidence of source but not compelling - about 50% confident that source is correct) 'Low' (source assumed - about 20% confident that source is correct) or 'Unknown'.	Pick a mechanism from; 'Natural exceedance' (of capacity), 'Defence exceedance' (floodwater overtopping defences), 'Failure' (of natural or artificial defences or infrastructure, or of pumping), 'Blockage or restriction' (natural or artificial blockage or restriction of a conveyance channel or system), or 'No data'.	Pick a characteristic from; 'Flash flood' (rises and falls quite rapidly with little or no advance warning), 'Natural flood' (due to significant precipitation, at a slower rate than a flash flood), 'Snow melt flood' (due to rapid snow melt), 'Debris flow' (conveying a high degree of debris), or 'No data'. Most UK floods are 'Natural floods'.
Example:	1	See records below for examples of description of assessment method.	Essex	SX1234512345		Flood Map for Surface Water - 1 in 200 deep	Probability refers to the probability of the rainfall event, in this case producing flooding of greater than 0.3m depth.	200	Surface runoff		High	Natural exceedance	Natural flood
Records begin here:		1 • Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation, then degraded to a composite 5m DTM. Manual edits applied where flow paths clearly omitted e.g. below bridges. • Flow routes dictated by topography; no allowance made for manmade drainage. The DTM may miss flow paths below bridges. • Areas that may flood are defined by dynamically routing a 6.5 hour duration storm with 1 in 200 chance of occurring in any year, over the DTM using JBA's JFLOW–GPU model. • Manning's n of 0.1 is used throughout, to allow broad scale effects of buildings and other obstructions to be approximated. • No allowance made for drainage, pumping or other works constructed for the purpose of flood risk management. • The 'less susceptible' layer shows where modelled flooding is 0.1-0.3m deep; you must not interpret this as depth of flooding, rather as indicative of susceptibility to flooding because of modelling uncertainties.	Cambridgeshire	TL3703577090		Areas Susceptible to Surface Water Flooding (ASISWF) - Less	Probability refers to the probability of the rainfall event. This identifies areas which are 'less susceptible' to surface water flooding. For more information refer to "What are Areas Susceptible to Surface Water Flooding" Environment Agency December 2010.	200	Surface runoff		High	Natural exceedance	Natural flood
		2 • Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation, then degraded to a composite 5m DTM. Manual edits applied where flow paths clearly omitted e.g. below bridges. • Flow routes dictated by topography; no allowance made for manmade drainage. The DTM may miss flow paths below bridges. • Areas that may flood are defined by dynamically routing a 6.5 hour duration storm with 1 in 200 chance of occurring in any year, over the DTM using JBA's JFLOW–GPU model. • Manning's n of 0.1 is used throughout, to allow broad scale effects of buildings and other obstructions to be approximated. • No allowance made for drainage, pumping or other works constructed for the purpose of flood risk management. • The 'intermediate susceptibility' layer shows where modelled flooding is 0.3-1.0m deep; you must not interpret this as depth of flooding, rather as indicative of susceptibility to flooding because of modelling uncertainties.	Cambridgeshire	TL3703577090		Areas Susceptible to Surface Water Flooding (ASISWF) - Intermediate	Probability refers to the probability of the rainfall event. This identifies areas with 'intermediate susceptibility' to surface water flooding.	200	Surface runoff		High	Natural exceedance	Natural flood
		3 • Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation, then degraded to a composite 5m DTM. Manual edits applied where flow paths clearly omitted e.g. below bridges. • Flow routes dictated by topography; no allowance made for manmade drainage. The DTM may miss flow paths below bridges. • Areas that may flood are defined by dynamically routing a 6.5 hour duration storm with 1 in 200 chance of occurring in any year, over the DTM using JBA's JFLOW–GPU model. • Manning's n of 0.1 is used throughout, to allow broad scale effects of buildings and other obstructions to be approximated. • No allowance made for drainage, pumping or other works constructed for the purpose of flood risk management. • The 'more susceptible' layer shows where modelled flooding is >1.0m deep; you must not interpret this as depth of flooding, rather as indicative of susceptibility to flooding because of modelling uncertainties.	Cambridgeshire	TL3703577090		Areas Susceptible to Surface Water Flooding (ASISWF) - More	Probability refers to the probability of the rainfall event. This identifies areas which are 'more susceptible' to surface water flooding.	200	Surface runoff		High	Natural exceedance	Natural flood
		4 • Topography is derived from 64.5% LIDAR (on 0.25m-2m grids; original accuracy ± 0.15m) and 35.5% NEXTMap SAR (on 5m grid; original accuracy ± 1.0m), processed to remove buildings & vegetation, then combined on a 2m grid; buildings added with an arbitrary height of 5m based on OS MasterMap 2009 building footprints, then resampled to a 5m grid DTM. Manual edits applied where flow paths clearly omitted e.g. below bridges. • Flow routes dictated by topography; a uniform allowance of 12mm/hr has been made for manmade drainage in urban areas. Infiltration allowance reduces runoff to 39% in rural areas and 70% in urban areas. • Areas that may flood are defined by dynamically routing a 1.1 hour duration storm with 1 in 30 chance of occurring in any year over the DTM using JBA's JFLOW–GPU model. • Manning's n of 0.1 in rural areas; 0.03 in urban areas, to reflect explicit modelling of buildings in urban areas. • No allowance made for local variations in drainage, pumping or other works constructed for the purpose of flood risk management. • The '>0.1m' layer shows where modelled flooding is greater than 0.1m deep.	Cambridgeshire	TL3703577090		Flood Map for Surface Water (FMSW) - 1 in 30 shallow	Probability refers to the probability of the rainfall event, in this case producing flooding of greater than 0.1m depth.	30	Surface runoff		High	Natural exceedance	Natural flood

5	<div>• Topography is derived from 64.5% LIDAR (on 0.25m-2m grids; original accuracy ± 0.15m) and 35.5% NEXTMap SAR (on 5m grid; original accuracy ± 1.0m), processed to remove buildings & vegetation, then combined on a 2m grid; buildings added with an arbitrary height of 5m based on OS MasterMap 2009 building footprints, then resampled to a 5m grid DTM. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Flow routes dictated by topography; a uniform allowance of 12mm/hr has been made for manmade drainage in urban areas. Infiltration allowance reduces runoff to 39% in rural areas and 70% in urban areas.</div> <div>• Areas that may flood are defined by dynamically routing a 1.1 hour duration storm with 1 in 30 chance of occurring in any year over the DTM using JBA's JFLOW–GPU model.</div> <div>• Manning's n of 0.1 in rural areas; 0.03 in urban areas, to reflect explicit modelling of buildings in urban areas.</div> <div>• No allowance made for local variations in drainage, pumping or other works constructed for the purpose of flood risk management.</div> <div>• The '>0.3m' layer shows where modelled flooding is greater than 0.3m deep.</div>	Cambridgeshire	TL3703577090	Flood Map for Surface Water (FMFSW) - 1 in 30 deep	Probability refers to the probability of the rainfall event, in this case producing flooding of greater than 0.3m depth.		30	Surface runoff		High	Natural exceedance	Natural flood
6	<div>• Topography is derived from 64.5% LIDAR (on 0.25m-2m grids; original accuracy ± 0.15m) and 35.5% NEXTMap SAR (on 5m grid; original accuracy ± 1.0m), processed to remove buildings & vegetation, then combined on a 2m grid; buildings added with an arbitrary height of 5m based on OS MasterMap 2009 building footprints, then resampled to a 5m grid DTM. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Flow routes dictated by topography; a uniform allowance of 12mm/hr has been made for manmade drainage in urban areas. Infiltration allowance reduces runoff to 39% in rural areas and 70% in urban areas.</div> <div>• Areas that may flood are defined by dynamically routing a 1.1 hour duration storm with 1 in 200 chance of occurring in any year over the DTM using JBA's JFLOW–GPU model.</div> <div>• Manning's n of 0.1 in rural areas; 0.03 in urban areas, to reflect explicit modelling of buildings in urban areas.</div> <div>• No allowance made for local variations in drainage, pumping or other works constructed for the purpose of flood risk management.</div> <div>• The '>0.1m' layer shows where modelled flooding is greater than 0.1m deep.</div>	Cambridgeshire	TL3703577090	Flood Map for Surface Water (FMFSW) - 1 in 200 shallow	Probability refers to the probability of the rainfall event, in this case producing flooding of greater than 0.1m depth.		200	Surface runoff		High	Natural exceedance	Natural flood
7	<div>• Topography is derived from 64.5% LIDAR (on 0.25m-2m grids; original accuracy ± 0.15m) and 35.5% NEXTMap SAR (on 5m grid; original accuracy ± 1.0m), processed to remove buildings & vegetation, then combined on a 2m grid; buildings added with an arbitrary height of 5m based on OS MasterMap 2009 building footprints, then resampled to a 5m grid DTM. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Flow routes dictated by topography; a uniform allowance of 12mm/hr has been made for manmade drainage in urban areas. Infiltration allowance reduces runoff to 39% in rural areas and 70% in urban areas.</div> <div>• Areas that may flood are defined by dynamically routing a 1.1 hour duration storm with 1 in 200 chance of occurring in any year over the DTM using JBA's JFLOW–GPU model.</div> <div>• Manning's n of 0.1 in rural areas; 0.03 in urban areas, to reflect explicit modelling of buildings in urban areas.</div> <div>• No allowance made for local variations in drainage, pumping or other works constructed for the purpose of flood risk management.</div> <div>• The '>0.3m' layer shows where modelled flooding is greater than 0.3m deep.</div>	Cambridgeshire	TL3703577090	Flood Map for Surface Water (FMFSW) - 1 in 200 deep	Probability refers to the probability of the rainfall event, in this case producing flooding of greater than 0.3m depth.		200	Surface runoff		High	Natural exceedance	Natural flood
8	<div>• Areas Susceptible to Groundwater Flooding (AStGWF) is a strategic scale map showing groundwater flood areas on a 1km square grid</div> <div>• This data has used the top two susceptibility bands of the British Geological Society (BGS) 1:50,000 Groundwater Flood Susceptibility Map, which was developed on a 50m grid from:</div> <div>• NEXTMap 5m grid DTM.</div> <div>• National Groundwater Level data on a 50m grid</div> <div>• BGS 1:50 000 geological mapping, with classifications of permeability</div> <div>• It covers consolidated aquifers (chalk, limestone, sandstone etc.) and superficial deposits.</div> <div>• Flood plains are not explicitly identified; the mapping identifies where groundwater is likely to emerge, and not where the water is subsequently likely to flow or pond.</div> <div>• No allowance is made for engineering works, or for groundwater rebound or abstraction to prevent groundwater rebound.</div> <div>• Shows the proportion of each 1km grid square which is susceptible to groundwater emergence, using four area categories.</div>	Cambridgeshire	TL3703577090	Areas Susceptible to Groundwater Flooding (AStGWF)	Does not describe a probability, but shows places where groundwater emergence more likely to occur.	Unknown		Groundwater		High	Natural exceedance	Natural flood
9	<div>• Modelling developed from combination of national (2004) and local (generally 1998-2010) modelling.</div> <div>• Topography derived from LIDAR (on 0.25m-2m grids; original accuracy ± 0.15m), NEXTMap SAR (on 5m grid; original accuracy ± 1.0m), processed to remove buildings & vegetation. For local modelling, topography may include ground survey.</div> <div>• Location of watercourses and tidal flow routes dictated by topographic survey.</div> <div>• Areas that may flood are defined for catchments >3km² by routing appropriate flows for that catchment through the model to ascertain water level and thus depth and extent.</div> <div>• Manning's n of 0.1 used for national fluvial modelling; variable (calibrated) values for national tidal modelling; appropriate values selected for local modelling. Channel capacity assumed as QMED for national fluvial modelling; local survey methods used for local modelling.</div> <div>• For the purpose of flood risk management, models assume that there are no raised defences.</div>	Cambridgeshire	TL3703577090	Flood Map (for rivers and sea) - flood zone 3	Fluvial 1 in 100, tidal 1 in 200		100	Main rivers	Sea, ordinary watercourses	Medium	Natural exceedance	Natural flood
10	<div>• Modelling developed from combination of national (2004) and local (generally 2004-2010) modelling.</div> <div>• Topography derived from LIDAR (on 0.25m-2m grids; original accuracy ± 0.15m), NEXTMap SAR (on 5m grid; original accuracy ± 1.0m), processed to remove buildings & vegetation. For local modelling, topography may include ground survey.</div> <div>• Location of watercourses and tidal flow routes dictated by topographic survey.</div> <div>• Areas that may flood are defined for catchments >3km² by routing appropriate flows for that catchment through the model to ascertain water level and thus depth and extent.</div> <div>• Manning's n of 0.1 used for national fluvial modelling; variable (calibrated) values for national tidal modelling; appropriate values selected for local modelling. Channel capacity assumed as QMED for national fluvial modelling; local survey methods used for local modelling.</div> <div>• For the purpose of flood risk management, models assume that there are no raised defences.</div>	Cambridgeshire	TL3703577090	Flood Map (for rivers and sea) - flood zone 2	Extreme flood outline is 1 in 1000, and includes some historic where judged that this gives an indication of areas at risk of future flooding.		1000	Main rivers	Sea, ordinary watercourses	Medium	Natural exceedance	Natural flood

11	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m). Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Flow routes dictated by topography; no allowance made for manmade drainage. The DTM may miss flow paths below bridges.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 200 chance of occurring in any year, over the DTM using TUFLOW Modelling software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cambridge & Milton	TL4542057619	Cambridge & Milton Stage 1 Modelling.	200 Surface runoff	High	Natural exceedance	Natural flood
12	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m). Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Flow routes dictated by topography; no allowance made for manmade drainage. The DTM may miss flow paths below bridges.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 100 chance of occurring in any year, over the DTM using TUFLOW Modelling software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cambridge & Milton	TL4542057619	Cambridge & Milton Stage 1 Modelling.	100 Surface runoff		Natural exceedance	Natural flood
13	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m). Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Flow routes dictated by topography; no allowance made for manmade drainage. The DTM may miss flow paths below bridges.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 75 chance of occurring in any year, over the DTM using TUFLOW Modelling software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cambridge & Milton	TL4542057619	Cambridge & Milton Stage 1 Modelling.	75 Surface runoff		Natural exceedance	Natural flood
14	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m). Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Flow routes dictated by topography; no allowance made for manmade drainage. The DTM may miss flow paths below bridges.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 50 chance of occurring in any year, over the DTM using TUFLOW Modelling software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cambridge & Milton	TL4542057619	Cambridge & Milton Stage 1 Modelling.	50 Surface runoff		Natural exceedance	Natural flood
15	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Flow routes dictated by topography; no allowance made for manmade drainage. The DTM may miss flow paths below bridges.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 30 chance of occurring in any year, over the DTM using TUFLOW Modelling software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cambridge & Milton	TL4542057619	Cambridge & Milton Stage 1 Modelling.	30 Surface runoff		Natural exceedance	Natural flood
16	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 200 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	King's Hedges & Arbury Estate	TL4454660689	King's Hedges & Arbury - Detailed Wetspot Modelling	200 Surface runoff		Natural exceedance	Natural flood
17	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 100 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	King's Hedges & Arbury Estate	TL4454660689	King's Hedges & Arbury - Detailed Wetspot Modelling	100 Surface runoff		Natural exceedance	Natural flood

18	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 75 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	King's Hedges & Arbury Estate	TL4454660689	King's Hedges & Arbury - Detailed Wetspot Modelling	75 Surface runoff	Natural exceedance	Natural flood
19	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 50 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	King's Hedges & Arbury Estate	TL4454660689	King's Hedges & Arbury - Detailed Wetspot Modelling	50 Surface runoff	Natural exceedance	Natural flood
20	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 30 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	King's Hedges & Arbury Estate	TL4454660689	King's Hedges & Arbury - Detailed Wetspot Modelling	30 Surface runoff	Natural exceedance	Natural flood
21	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 200 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cherry Hinton Estate	TL4754256697	Cherry Hinton - Detailed Wetspot Modelling	200 Surface runoff	Natural exceedance	Natural flood
22	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 100 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cherry Hinton Estate	TL4754256697	Cherry Hinton - Detailed Wetspot Modelling	100 Surface runoff	Natural exceedance	Natural flood
23	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 75 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cherry Hinton Estate	TL4754256697	Cherry Hinton - Detailed Wetspot Modelling	75 Surface runoff	Natural exceedance	Natural flood
24	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 50 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cherry Hinton Estate	TL4754256697	Cherry Hinton - Detailed Wetspot Modelling	50 Surface runoff	Natural exceedance	Natural flood

25	<div>• Topography is derived from LIDAR (in larger urban areas, on 1, 2 and 3m grids; original accuracy ± 0.15m) and Geoperspective data (original accuracy ± 1.5m), processed to remove buildings and vegetation. Manual edits applied where flow paths clearly omitted e.g. below bridges.</div> <div>• Infiltration rates caculated for the North and South of the Cambridge & Milton study area and applied as appropriate within the modelling.</div> <div>• Areas that may flood are defined by dynamically routing a 4 hour duration storm with 1 in 30 chance of occurring in any year, over the DTM using TUFLOW Modelling Software.</div> <div>• Flow routes dictated by topography; allowance made for manmade drainage by modelling Surface Wate Drainage Network and key drains using 1D Estry software.</div> <div>• Specific Manning's n values are used, based on land-use type determined from MasterMap.</div>	Cherry Hinton Estate	TL4754256697	Cherry Hinton - Detailed Wetspot Modelling	30 Surface runoff	Natural exceedance	Natural flood
26	TBC - EA to add technical spec	Cambridgeshire	TL3703577090	Risk of Surface Water Flooding / updated Flood Map for Surface Water	30 Surface runoff	Natural exceedance	Natural flood
27	TBC - EA to add technical spec	Cambridgeshire	TL3703577091	Risk of Surface Water Flooding / updated Flood Map for Surface Water	100 Surface runoff	Natural exceedance	Natural flood
28	TBC - EA to add technical spec	Cambridgeshire	TL3703577092	Risk of Surface Water Flooding / updated Flood Map for Surface Water	1000 Surface runoff	Natural exceedance	Natural flood

Significant consequences to human health	Human health consequences - residential properties	Property count method	Other human health consequences	Significant economic consequences	Number of non-residential properties flooded	Property count method	Other economic consequences	Significant consequences to the environment	Environment consequences	Significant consequences to cultural heritage	Cultural heritage consequences
Mandatory Pick from drop-down	Optional Number between 1-10,000,000	Optional Pick from drop-down	Optional Max 250 characters	Mandatory Pick from drop-down	Optional Number between 1-10,000,000	Optional Pick from drop-down	Optional Max 250 characters	Mandatory Pick from drop-down	Optional Max 250 characters	Mandatory Pick from drop-down	Optional Max 250 characters
Would there be any significant consequences to human health if the future flood were to occur?	Record the number of residential properties where the building structure would be affected either internally or externally if the flood were to occur.	Where residential or non-residential properties have been counted, it is important to record the method of counting, to aid comparisons between counts. Choose from; 'Detailed GIS' (using property outlines, as per Environment Agency guidance), 'Simple GIS' (using property points), 'Estimate from map', or 'Observed number'.	If there would be other Significant consequences to human health, describe them including information such as the number of critical services flooded.	Would there be any significant economic consequences if the future flood were to occur?	Record the number of non-residential properties where the building structure would be affected either internally or externally if the flood were to occur.	Where residential or non-residential properties have been counted, it is important to record the method of counting, to aid comparisons between counts. Choose from; 'Detailed GIS' (using property outlines, as per Environment Agency guidance), 'Simple GIS' (using property points), 'Estimate from map', or 'Observed number'.	If there would be other Significant economic consequences, describe them including information such as the area of agricultural land flooded, length of roads and rail flooded.	Would there be any significant consequences to the environment if the future flood were to occur?	If there would be Significant consequences to the environment, describe them including information such as national and international designated sites flooded, and pollution sources flooded.	Would there be any significant consequences to cultural heritage if the future flood were to occur?	If there would be Significant consequences to cultural heritage, describe them including information such as the number and type of heritage assets flooded.
Yes	12000	Detailed GIS		No				No		No	
Yes				Yes				Yes		Yes	
Yes				Yes				Yes		Yes	
Yes				Yes				Yes		Yes	
Yes				Yes				Yes		Yes	

Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes



Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes



Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes



Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes



Comments	Data owner	Area flooded	Confidence in modelled outline	Model date	Model Type	Hydrology Type	Lineage	Sensitive data	Protective marking descriptor	European Flood Event Code
Optional Max 1,000 characters	Optional Max 250 characters	Optional Number with two decimal places The total area of the land flooded, in km ²	Optional Pick from drop-down Pick a broad level of confidence in the modelled flood outline from; 'High' (good match to past flood extents - about 80% confident that outline is correct), 'Medium' (reasonable match - about 50% confident that outline is correct), 'Low' (poor match, sparse data - about 20% confident that outline is correct) or 'Unknown'.	Optional 'yyyy' or 'yyyy-mm' or 'yyyy-mm-dd'	Optional Max 250 characters Type of software used to create future flood information.	Optional Max 250 characters Type of hydrology method used to create future flood information.	Optional Max 250 characters Lineage is how and what the data is made from. Has this data been created by using data owned or derived from data owned by 3rd party (external) organisations? If yes please give details.	Optional Pick from drop-down Has the information been classified under the Government's Protective Marking Scheme? Include protective marking time limit where known. Note: If "Approved for Access" then report "Unmarked".	Optional Max 50 characters For use where organisations apply the Government's Protective Marking Scheme.	Auto-populated Max 42 characters This field will autopopulate using the LLFA name provided on the "Instructions" tab, and the <u>Flood_ID</u> . It is an EU-wide unique identifier and will be used to report the flood information. Format: UK<ONS Code><P or F><LLFA Flood ID>. "ONS Code" is a unique reference for each LLFA. "P or F" indicates if the event is past or future. "LLFA Flood ID" is a sequential number beginning with 0001.
	Epping Forest District Council		Medium-Low	2008-08	2D-TuFlow	FEH (Revised Rainfall Runoff)	Ordnance Survey AddressPoint; CEH 1:50k River Centreline; NextMap DTM.	Unmarked	Private	UKE10000012F0001
	JBA Consulting (distributed by Environment Agency under licence)		Low	2009-07	JFLOW-GPU	Depth-duration-frequency curves derived from FEH CD-ROM, from centre of each 5km model, with areal reduction factor applied to convert point rainfall estimate to more representative figure. Curve then used to derive 6.5 hr, 1:200 chance rainfall depth; this is converted to hyetograph, using summer rainfall profile.		Protect	Commercial	UKE10000003F0001
	JBA Consulting (distributed by Environment Agency under licence)		Low	2009-07	JFLOW-GPU	Depth-duration-frequency curves derived from FEH CD-ROM, from centre of each 5km model, with areal reduction factor applied to convert point rainfall estimate to more representative figure. Curve then used to derive 6.5 hr, 1:200 chance rainfall depth; this is converted to hyetograph, using summer rainfall profile.		Protect	Commercial	UKE10000003F0002
	JBA Consulting (distributed by Environment Agency under licence)		Low	2009-07	JFLOW-GPU	Depth-duration-frequency curves derived from FEH CD-ROM, from centre of each 5km model, with areal reduction factor applied to convert point rainfall estimate to more representative figure. Curve then used to derive 6.5 hr, 1:200 chance rainfall depth; this is converted to hyetograph, using summer rainfall profile.		Protect	Commercial	UKE10000003F0003
	Environment Agency		Medium-Low	2010-11	JFLOW-GPU	Depth-duration-frequency curves derived from FEH CD-ROM, from centre of each 5km model, with areal reduction factor applied to convert point rainfall estimate to more representative figure. Curve then used to derive 1.1 hr, 1:30 chance rainfall depth; this is converted to hyetograph, using summer rainfall profile. See " Description of assessment method " for allowances for infiltration and drainage.	Rainfall Hyetograph, EA 2m Composite DTM, OSMM Topography	Unmarked		UKE10000003F0004

	Environment Agency	Medium-Low	2010-11	JFLOW-GPU	Depth-duration-frequency curves derived from FEH CD-ROM, from centre of each 5km model, with areal reduction factor applied to convert point rainfall estimate to more representative figure. Curve then used to derive 1.1 hr, 1:30 chance rainfall depth; this is converted to hyetograph, using summer rainfall profile. See "Description of assessment method" for allowances for infiltration and drainage.	Rainfall Hyetograph, EA 2m Composite DTM, OSMM Topography	Unmarked			UKE10000003F0005
	Environment Agency	Medium-Low	2010-11	JFLOW-GPU	Depth-duration-frequency curves derived from FEH CD-ROM, from centre of each 5km model, with areal reduction factor applied to convert point rainfall estimate to more representative figure. Curve then used to derive 1.1 hr, 1:200 chance rainfall depth; this is converted to hyetograph, using summer rainfall profile. See "Description of assessment method" for allowances for infiltration and drainage.	Rainfall Hyetograph, EA 2m Composite DTM, OSMM Topography	Unmarked			UKE10000003F0006
	Environment Agency	Medium-Low	2010-11	JFLOW-GPU	Depth-duration-frequency curves derived from FEH CD-ROM, from centre of each 5km model, with areal reduction factor applied to convert point rainfall estimate to more representative figure. Curve then used to derive 1.1 hr, 1:200 chance rainfall depth; this is converted to hyetograph, using summer rainfall profile. See "Description of assessment method" for allowances for infiltration and drainage.	Rainfall Hyetograph, EA 2m Composite DTM, OSMM Topography	Unmarked			UKE10000003F0007
Data developed specifically for PFRA, and is unlikely to be suitable for any other purposes.	Environment Agency	Low	2010-11	ArcGIS	Uses data which is developed from published BGS groundwater level contours, groundwater levels in BGS WellMaster database and some river levels. No probability is associated with this data.	British Geological Society (BGS) DiGMapGB-50 [Susceptibility to Groundwater Flooding].	Unmarked			UKE10000003F0008
Data updated quarterly. To understand the likelihood of future flooding, taking account of defences, refer to Areas Benefitting from Defences and National Flood Risk Assessment (NaFRA) data. Marked 'Protect' for complete national dataset only.	Environment Agency	Medium	2010-11	Varies but mainly JFLOW, ISIS, HEC-RAS, TUFLOW for fluvial, and HYDROF for tidal.	National methodology described in "National Generalised Modelling for Flood Zones - Fluvial & Tidal Modelling Methods - Methodology, Strengths and Limitations". A national dataset (for England and Wales) of fluvial flood peak estimates was derived from the Flood Estimation Handbook (FEH) to generate a 1 in 100 chance fluvial flood. Local fluvial modelling uses FEH methods. Peak tidal water levels from either Dixon & Tawn (DT3) or local data sets to derive 1 in 200 chance tide levels including surge from POL CSX model.	NextMap SAR DTMe, UKHO Admiralty Charts, 1:50K CEH River Centre Line, CEH FEH Q(T) Grids, POL CSX Peak Extreme Water Levels, POL CS3 Astronomical Tides, UKHO Admiralty Tide Time-Series Calibration Locations, OS 1:10 Boundary Line MHW	Protect	Commercial	UKE10000003F0009	
Data updated quarterly. To understand the likelihood of future flooding, taking account of defences, refer to National Flood Risk Assessment (NaFRA) data. Marked 'Protect' for complete national dataset only.	Environment Agency	Medium	2010-11	Varies but mainly JFLOW, ISIS, HEC-RAS, TUFLOW for fluvial, and HYDROF for tidal.	National methodology described in "National Generalised Modelling for Flood Zones - Fluvial & Tidal Modelling Methods - Methodology, Strengths and Limitations". A national dataset (for England and Wales) of fluvial flood peak estimates was derived from the Flood Estimation Handbook (FEH) to generate a 1 in 1000 chance fluvial flood. Local fluvial modelling uses FEH methods. Peak tidal water levels from either Dixon & Tawn (DT3) or local data sets to derive 1 in 1000 chance tide levels including surge from POL CSX model.	NextMap SAR DTMe, UKHO Admiralty Charts, 1:50K CEH River Centre Line, CEH FEH Q(T) Grids, POL CSX Peak Extreme Water Levels, POL CS3 Astronomical Tides, UKHO Admiralty Tide Time-Series Calibration Locations, OS 1:10 Boundary Line MHW, Historic Flood Map	Protect	Commercial	UKE10000003F0010	

Cambridgeshire
County Council

TUFLOW

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UKE10000003F0017

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Agency

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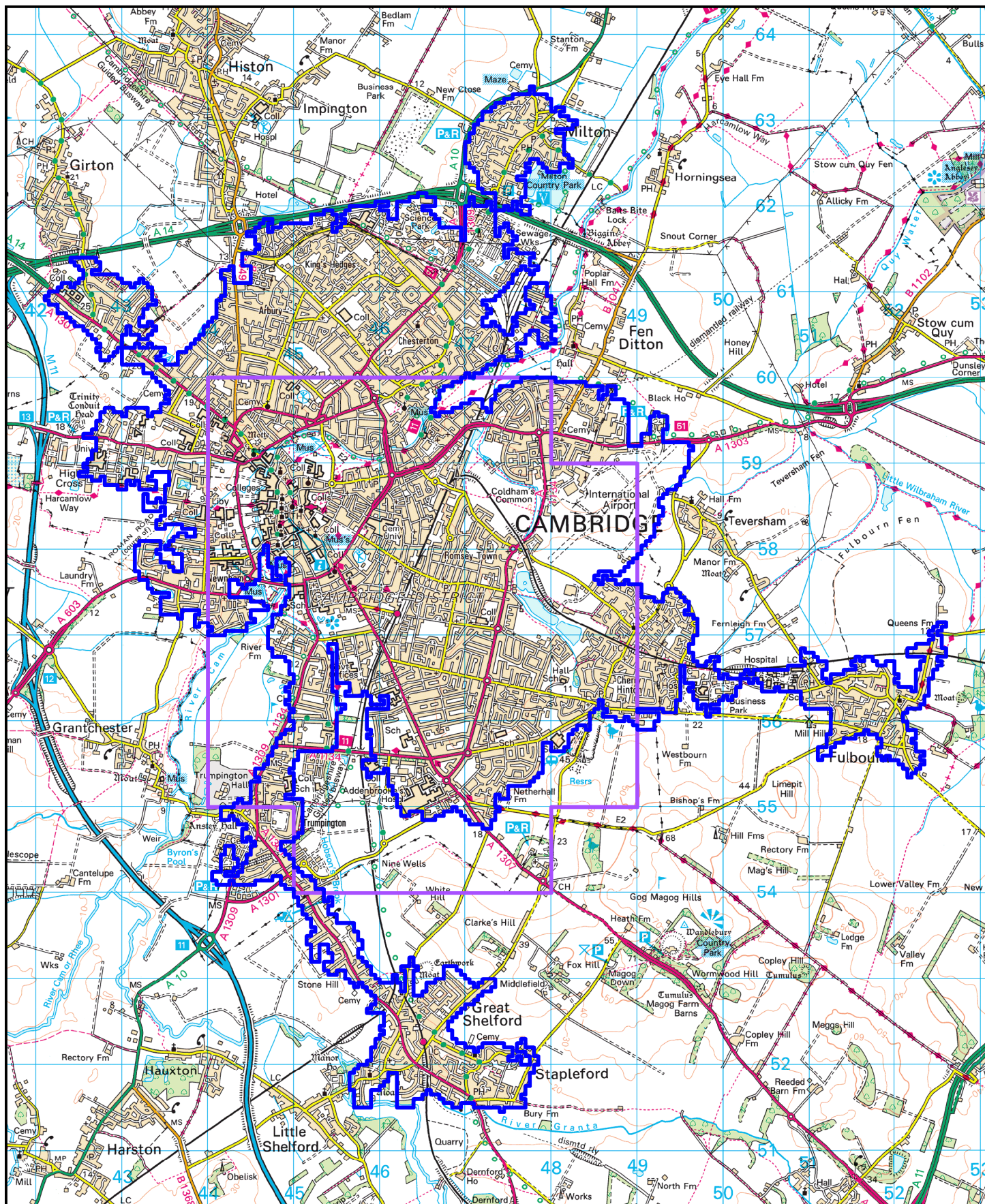
LLFAs / Environment
Agency

ANNEX 3: Records of Flood Risk Areas and their rationale (preliminary assessment report spreadsheet)								
Field:	Flood Risk Area ID	Name of Flood Risk Area	National Grid Reference	Main source of flooding	Additional source(s) of flooding	Confidence in main source of flooding	Main mechanism of flooding	Main characteristic of flooding
Mandatory / optional:	Mandatory	Mandatory	Mandatory	Mandatory	Optional	Optional	Mandatory	Mandatory
Format:	Unique number between 1-9999	Max 250 characters	12 characters: 2 letters, 10 numbers	Pick from drop-down	Max 250 characters, same source terms	Pick from drop-down	Pick from drop-down	Pick from drop-down
Notes:	A sequential number starting at 1 and incrementing by 1 for each record.	Name of the locality associated with the Flood Risk Area; a town, city, or county.	National Grid Reference of the centroid (centre point, falls within polygon) of the Flood Risk Area.	Pick the source from which there is a significant flood risk. Refer to the PFRA guidance for definitions of sources.	If there is also significant flood risk generated by another source (other than the <u>Main source of flooding</u>), report the source(s) here, using the same source terms.	Pick a broad level of confidence in the <u>Main source of flooding</u> from; 'High' (compelling evidence of source - about 80% confident that source is correct), 'Medium' (some evidence of source but not compelling - about 50% confident that source is correct) 'Low' (source assumed - about 20% confident that source is correct) or 'Unknown'.	Pick a mechanism from; 'Natural exceedance' (of capacity), 'Defence exceedance' (floodwater overtopping defences), 'Failure' (of natural or artificial defences or infrastructure, or of pumping), 'Blockage or restriction' (natural or artificial blockage or restriction of a conveyance channel or system), or 'No data'.	Pick a characteristic from; 'Flash flood' (rises and falls quite rapidly with little or no advance warning), 'Natural flood' (due to significant precipitation, at a slower rate than a flash flood), 'Snow melt flood' (due to rapid snow melt), 'Debris flow' (conveying a high degree of debris), or 'No data'. Most UK floods are 'Natural floods'.
Example:	1	London	SX1234512345	Surface runoff	NA	High	Natural exceedance	Natural flood
Records begin here:		1 Cambridge City 2 Huntingdon 3 March	TL4613058678 TL23804 72822 TL4165996874	Surface runoff Surface runoff Surface runoff	Main river Ordinary watercourse Ordinary watercourse	High Medium High	Natural exceedance Natural exceedance Natural exceedance	Natural flood Natural flood Natural flood

Significant consequences to human health Mandatory	Human health consequences - residential properties	Property count method	Other human health consequences	Significant economic consequences Mandatory	Number of non-residential properties flooded	Property count method	Other economic consequences	Significant consequences to the environment Mandatory	Environment consequences	Significant consequences to cultural heritage Mandatory	Cultural heritage consequences
Pick from drop-down	Optional Number between 1-10,000,000	Optional Pick from drop-down	Optional Max 250 characters	Pick from drop-down	Optional Number between 1-10,000,000	Optional Pick from drop-down	Optional Max 250 characters	Pick from drop-down	Optional Max 250 characters	Pick from drop-down	Optional Max 250 characters
Has the Flood Risk Area been identified as a result of significant consequences to human health?	Record the number of residential properties where the building structure would be affected either internally or externally by the flood.	Where residential or non-residential properties have been counted, it is important to record the method of counting, to aid comparisons between counts. Choose from; 'Detailed GIS' (using property outlines, as per Environment Agency guidance), 'Simple GIS' (using property points), 'Estimate from map', or 'Observed number'.	If the Flood Risk Area has been identified as a result of other <u>Significant consequences to human health</u> , describe them (such as information about the number of critical services flooded).	Has the Flood Risk Area been identified as a result of significant economic consequences?	Record the number of non-residential properties where the building structure would be affected either internally or externally by the flood.	Where residential or non-residential properties have been counted, it is important to record the method of counting, to aid comparisons between counts. Choose from; 'Detailed GIS' (using property outlines, as per Environment Agency guidance), 'Simple GIS' (using property points), 'Estimate from map', or 'Observed number'.	If the Flood Risk Area has been identified as a result of other <u>Significant economic consequences</u> , describe them (such as information about the area of agricultural land flooded, length of roads and rail flooded).	Has the Flood Risk Area been identified as a result of significant consequences to the environment?	If the Flood Risk Area has been identified as a result of <u>Significant consequences to the environment</u> , describe them (such as information about national and international designated sites flooded, and pollution sources flooded).	Has the Flood Risk Area been identified as a result of significant consequences to cultural heritage?	If the Flood Risk Area has been identified as a result of <u>Significant consequences to cultural heritage</u> , describe them (such as information about the number and type of heritage assets flooded).
Yes	50000	Detailed GIS		No				No		No	
Yes				Yes				Yes		Yes	
Yes				Yes				Yes		No	
Yes				Yes				Yes		No	

Origin of Flood Risk Area	Amended Flood Risk Area rationale	New Flood Risk Area rationale	Rationale detail	European Flood Risk Area Code
Mandatory Pick from drop-down	Mandatory Pick from drop-down	Mandatory Pick from drop-down	Mandatory Max 1,000 characters	Auto-populated Max 42 characters
Pick the origin from either; 'Indicative' Flood Risk Area, 'Amended' Flood Risk Area (in which case <u>Amended Flood Risk Area rationale</u> is mandatory), or 'New' Flood Risk Area (in which case <u>New Flood Risk Area rationale</u> is mandatory).	Pick the main rationale from either; 'Geography', 'Past floods', or 'Future floods'. Then provide further detail in <u>Rationale detail</u> . This is not mandatory if the Flood Risk Area was an indicative Flood Risk Area and has not been amended, or is a new Flood Risk Area.	Pick the main rationale from either 'Past floods', or 'Future floods'. Then provide further detail in <u>Rationale detail</u> . This is not mandatory if the Flood Risk Area was an indicative Flood Risk Area.	Summarise the rationale for amending an indicative Flood Risk Area, or identifying a new Flood Risk Area. Refer to Defra & WAG guidance to LLFAs on "Selecting and reviewing Flood Risk Areas for local sources of flooding". If the Flood Risk Area was an indicative Flood Risk Area and has not been amended, record "indicative Flood Risk Area".	<p>This field will autopopulate using the LLFA name provided on the "Instructions" tab, and the <u>Flood Risk Area ID</u>. It is an EU-wide unique identifier and will be used to report the Flood Risk Area information.</p> <p>Format: UK<ONS Code><A><LLFA Flood ID>. "ONS Code" is a unique reference for each LLFA. "A" indicates it is a Flood Risk Area. "LLFA Flood ID" is a sequential number beginning with 0001.</p>
Indicative	NA	NA	indicative Flood Risk Area	UKE10000012A0001
Indicative Amended Indicative	Geography		Amended border to incorporate all of the urban area of Huntingdon	UKE10000003A0001 UKE10000003A0002 UKE10000003A0003

Cambridge City Indicative FRA - 2016 RoFSW Map



Scale: 1:60000

Date: 13/03/2017

Legend

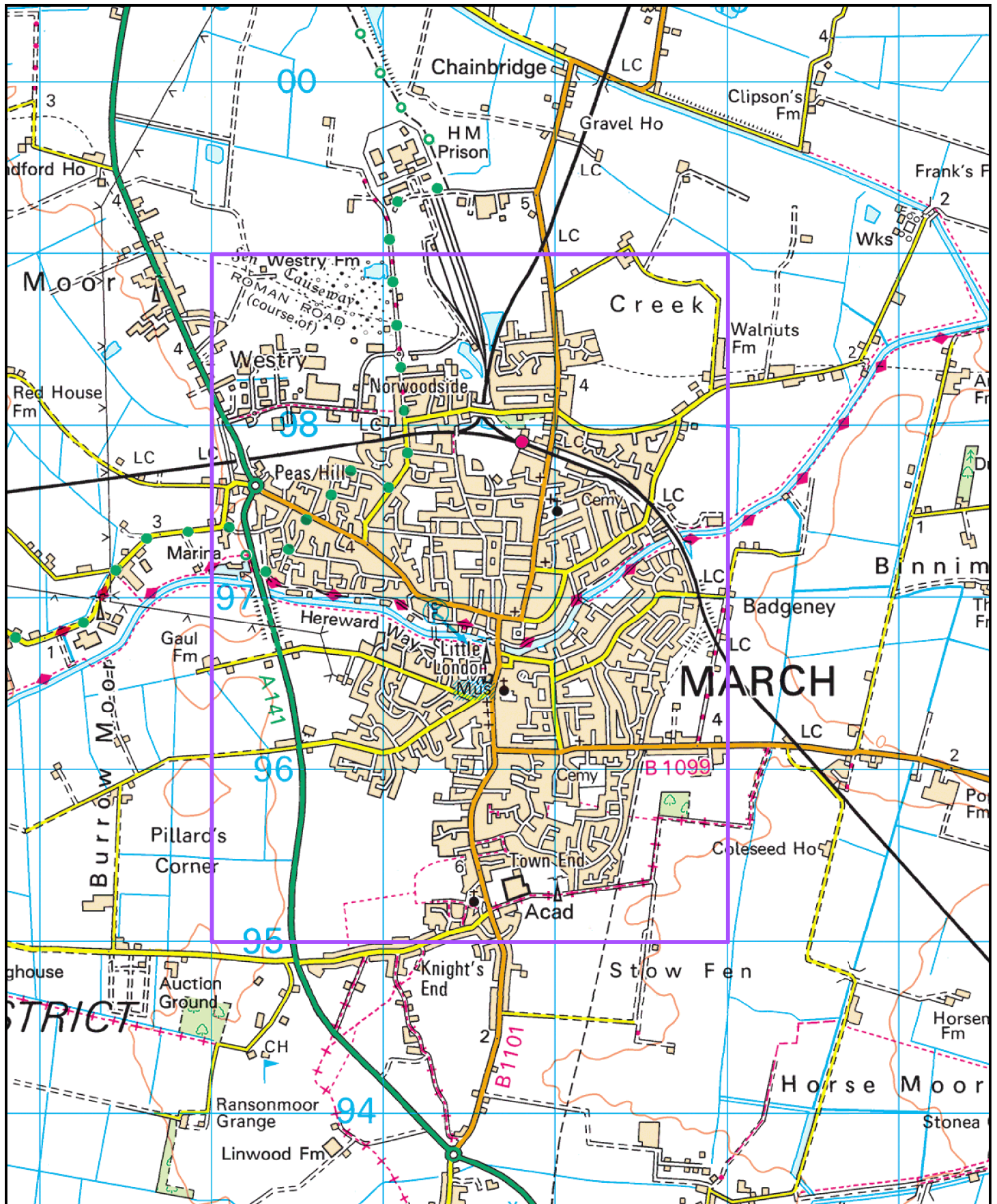
Method 1 - cluster analysis



Method 2 - Communities at risk



March Indicative FRA - 2016 RoFSW Map



Scale: 1:30000

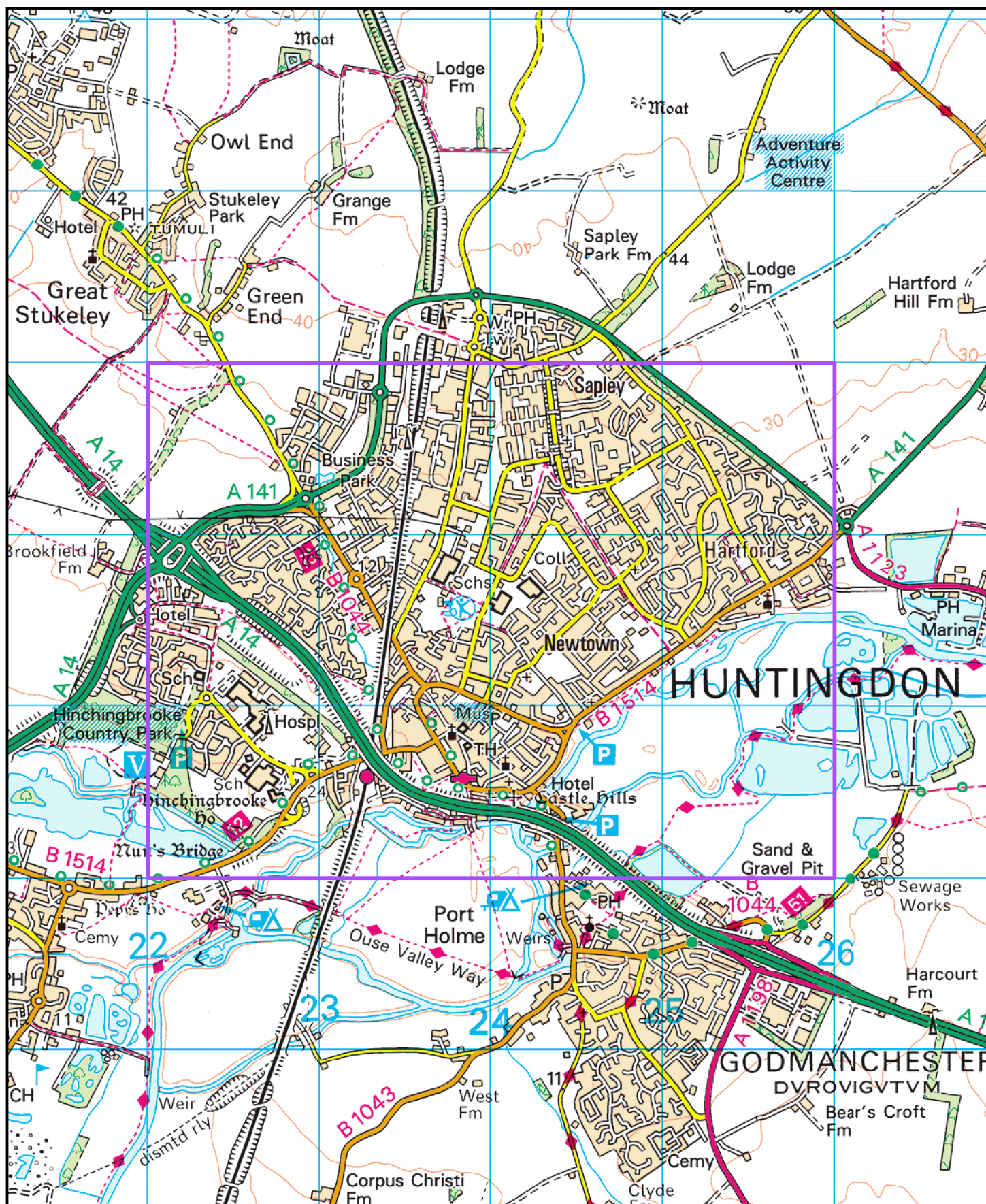
Date: 13/03/2017

Legend

Method 1 - cluster analysis



Huntingdon Indicative FRA - 2016 RoFSW Map



Legend

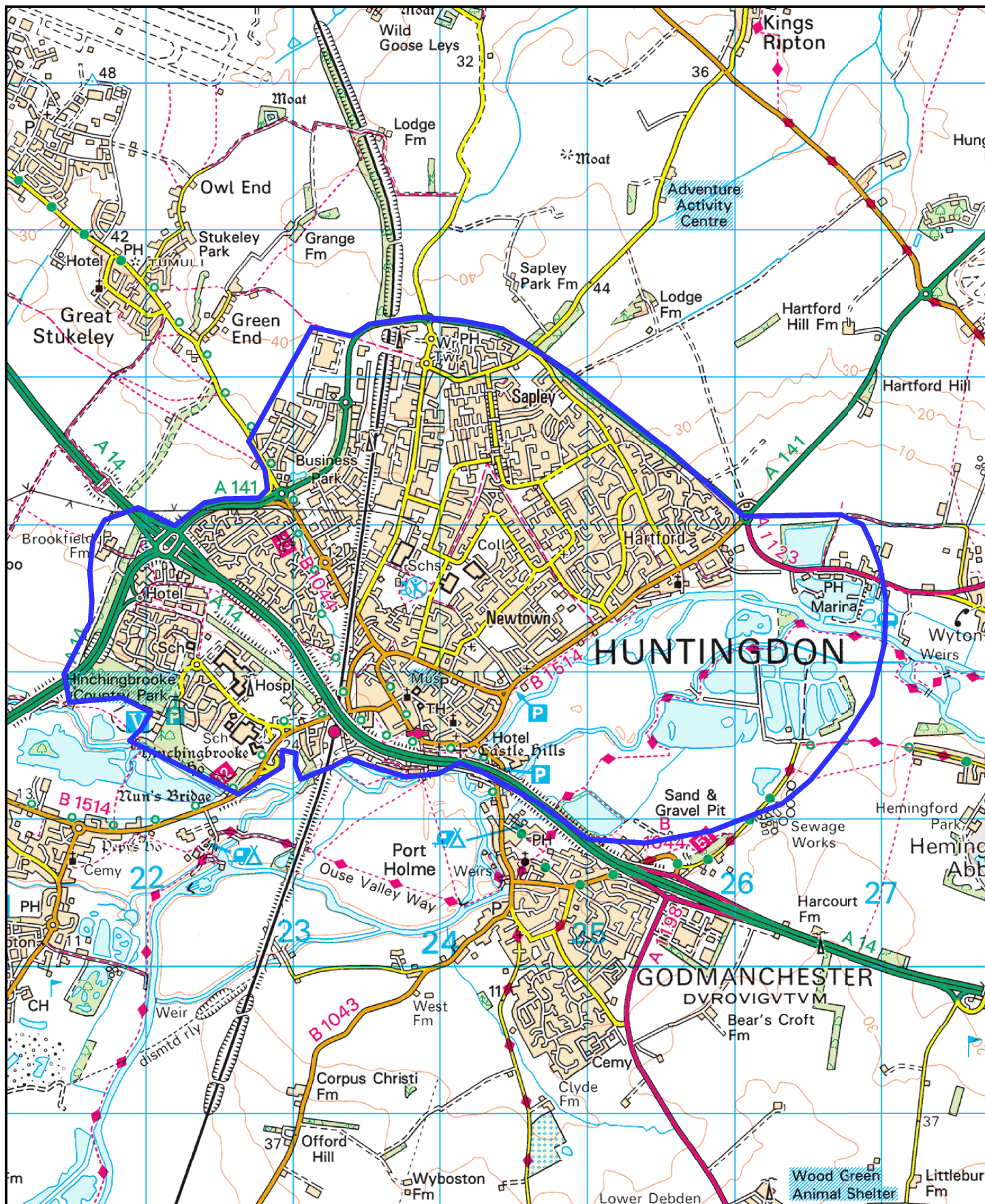
Method 1 - cluster analysis



Scale: 1:30000

Date: 13/03/2017

Huntingdon Amended FRA



Scale: 1:35000

Date: 27/03/2017

Legend

Amended FRA Boundary



NATIONAL PRODUCTIVITY INVESTMENT FUND (NPIF) APPLICATION PROPOSALS

To: **Economy and Environment Committee**

Meeting Date: **1 June 2017**

From: **Bob Menzies, Service Director Strategy and Development**

Electoral division(s): **All**

Forward Plan ref: **Key decision: Yes**

Purpose: **To consider the proposed prioritisation of schemes for the bidding for National Productivity Investment Fund for the Local Road Network;**

To consider the views of the Economy and Environment Committee on the proposed prioritisation;

To seek Members' support for the proposed prioritisation and recommendation to the Cambridgeshire and Peterborough Combined Authority.

Recommendation: **It is recommended that the Committee:**

a) support the prioritisation of proposed schemes for NPIF bids

b) support the recommendation of the top two proposals to the Cambridgeshire and Peterborough Combined Authority for the ranking of Cambridgeshire and Peterborough bids

<i>Officer contact:</i>	
Name:	Jeremy Smith
Post:	Head of Transport Infrastructure Policy and Funding
Email:	Jeremy.Smith@cambridgeshire.gov.uk
Tel:	01223 715483

1. BACKGROUND

- 1.1 As part of the Autumn Statement 2016 the Government announced the creation of a National Productivity Investment Fund (NPIF) worth in total £23bn for investment in areas that are key to boosting productivity, transport, digital communications, R&D and housing. In January 2017 the Department for Transport (DfT) allocated £185m from the NPIF to local highway authorities (LHA) to upgrade local roads in 2017/18, of which Cambridgeshire was allocated £2.89m and Peterborough £0.77m. Cambridgeshire's allocation¹ will be spent on schemes listed on the County Council's website.
- 1.2 In April the DfT announced the application process for further funding. £490m from this Fund is available for 2018/19 and 2019/20 through competitive bidding. It should be noted that the Highways Maintenance Challenge Fund is in addition to this and is subject to a separate application process.

2. NPIF LOCAL ROAD NETWORK AND APPLICATION PROCESS

- 2.1 The aims of the Fund are to ease congestion and provide upgrades on local routes and to unlock job creation opportunities and to enable new housing developments.
- 2.2 The following funding has been set aside and is 100% capital grant to be used towards construction costs. Due to the limited funding available, proposals are expected to be small projects requesting DfT funding of between £2m and £5m. Larger projects requesting funding over £5m will only be considered by exception.

2018/19	2019/20	Total
£250m	£240m	£490m

- 2.3 Essential Assessment Criteria include:
- Clear link to congestion reduced, jobs created, housing development
 - Congestion benefits in terms of traffic conditions, journey times and reliability and Value for Money
 - A local contribution in the order of 30% of scheme costs
 - Ability to commence work on-site during 2018/19
 - Statutory powers in place or sufficiently advanced
- 2.4 Local Highway Authorities (LHAs) have been invited to submit up to 2 bids each. In areas where there are Combined Authorities (CAs), the CA should coordinate bids by its constituent LHAs and rank the bids in order of the CAs' preference recognising the objective of the NPIF. Therefore, Cambridgeshire and Peterborough Combined Authority (CPCA) should rank the proposals from Cambridgeshire County Council and Peterborough City Council.
- 2.5 The deadline for applications is 30 June 2017. Bids need to include the CPCA multiple bid ranking note, CPCA support letter, and Greater Cambridge Greater Peterborough Enterprise Partnership support letter. Individual application forms need the LHA's S151 Officer declaration.

¹ <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-delivery-plan-and-highway-policies/>

3. SCHEMES PRIORITISATION AND RECOMMENDATION

- 3.1 Based on the Fund's assessment criteria, schemes are drawn from the Cambridgeshire Transport Investment Plan, proposals considered for Growth Deal Round 3 and known proposals from current studies. Potential schemes have been screened for NPIF eligibility.
- 3.2 Prioritisation Methodology – Eligible schemes have been assessed and prioritised, using the NPIF assessment criteria, which is consistent with the HM Treasury Business Case process. The assessment criteria and scoring definitions are shown in Appendix 1.
- Strategic Case – meet the Fund objective of reducing congestion
 - Strategic Case – unlock jobs creation & housing developments
 - Economic Case – Scale of impact of the project
 - Economic Case – Value for money
 - Management Case (deliverability) – Early delivery, on-site 2018/19
 - Management Case – Evidence of stakeholder support
 - Financial Case – level of local contribution from public or private sector
- 3.3 The proposed schemes for NPIF application in order of priority are as follows. Each of these will have a local contribution element so the actual cost will be within the NPIF guidelines.

	Scheme name / description	Scheme cost	
1=	March junctions improvement	£5.3m	Growth Deal Round 3 proposal but does not include Northern Link Road
1=	Wisbech southern access road and New Bridge Lane / Cromwell Rd junction	£2.2m	Scheme from Wisbech Access Strategy
1=	Wisbech Broadend Road / A47 junction	£3.5m	Scheme from Wisbech Access Strategy
4	Wisbech Freedom Bridge and bus station improvement	£5.9m	Scheme from Wisbech Access Strategy
5	A142/A10 Witchford – Ely capacity improvements	TBC	Holistic solution in response to Ely North development and Ely Bypass
6=	A141 Huntingdon junction improvements	£7m	Growth Deal Round 3 proposal
6=	A1123 bus priority west of St Ives and St Ives town centre	£4m	Growth Deal Round 3 proposal

3.4 Scheme descriptions

March Junction Improvement

This scheme includes improvements to the following junctions to address existing congestion and cater for future growth:

- A141 with Hostmoor Avenue junction

- A141 with B1099 Wisbech Road and Whittlesey Road (Peashill Roundabout)
- B1101 Station Road / Broad Street with B1099 Dartford Road
- B1101 High Street with B1099 St Peters Road

Wisbech Southern Access Road and improvements to junction of New Bridge Lane and Cromwell Road Junction

This scheme would provide a link from Boleness Road to New Bridge Lane and then Cromwell Road, with a number of new junctions providing access to the Wisbech South development area, where major employment growth is planned. The scheme also has the benefit of providing an additional east-west link within the town.

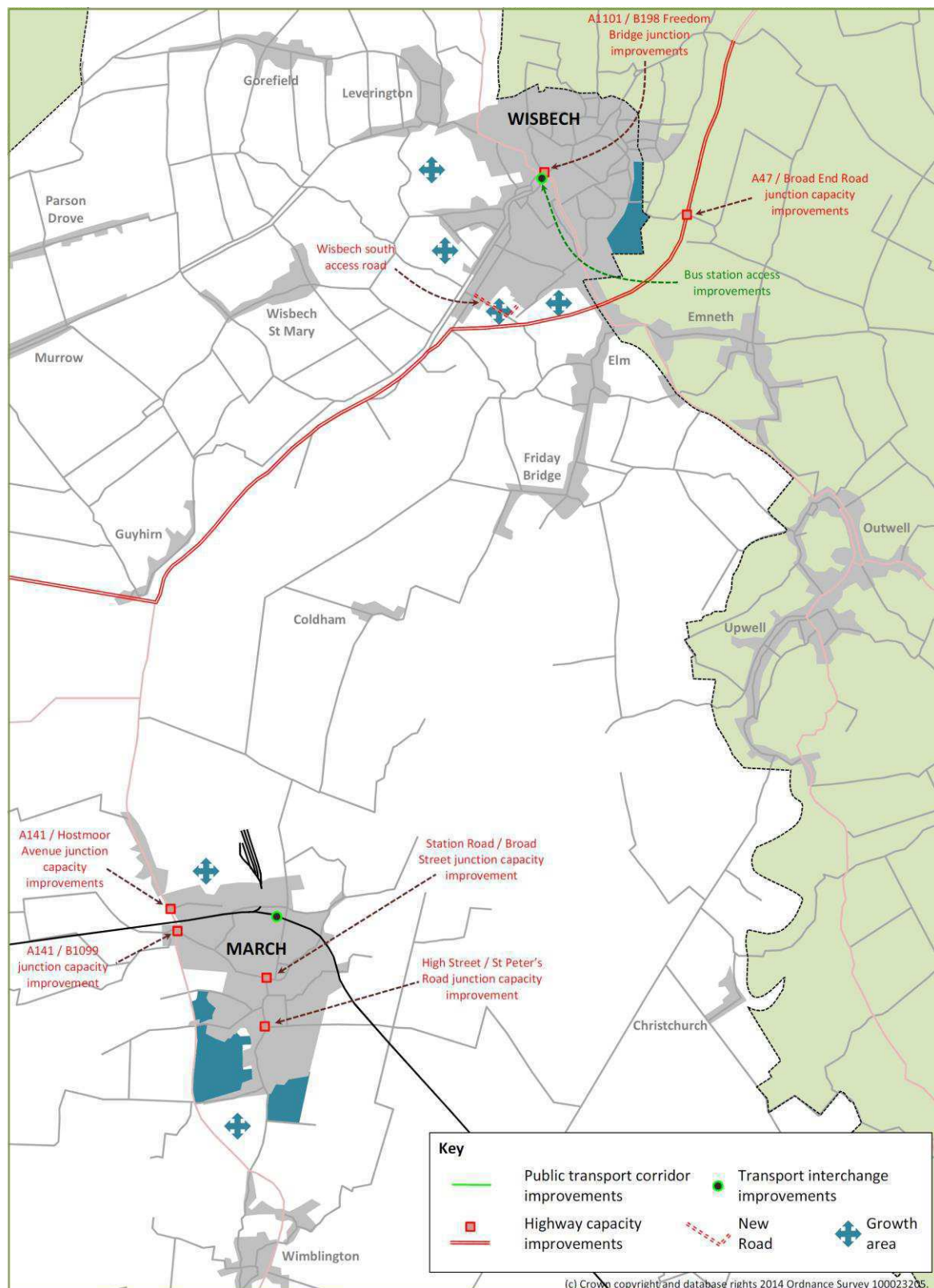
Wisbech Broad End Road A47 Junction

This scheme will provide a new roundabout to replace the current priority junction of Broadend Road and the A47. It will support the development of the East Wisbech area, which will see around 900 homes delivered within Fenland and 550 within Kings Lynn and West Norfolk, and has been developed jointly with Norfolk County Council.

Wisbech Freedom Bridge and Bus Station Improvements

This scheme has been designed to reduce congestion on Freedom Bridge Roundabout and improve Wisbech bus station. This will cater for existing congestion and congestion related to growth within Wisbech.

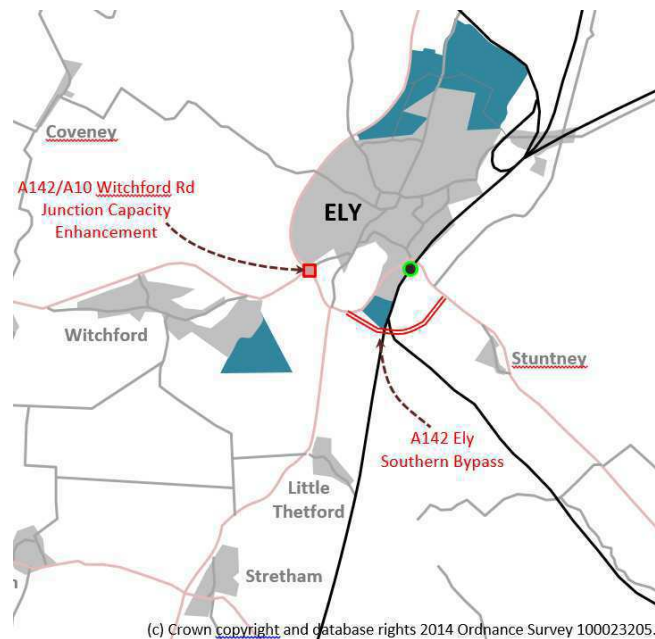
Figure 1: Schemes within March and Wisbech



A142/A10 Witchford Road Ely capacity enhancement

This scheme would deliver a capacity enhancement at this roundabout which would cater for both existing congestion and employment and housing growth at Ely North, and at the Lancaster Way Business Park.

Figure 2: A142/A10 Capacity Enhancement



A141 Huntingdon Junction Improvements

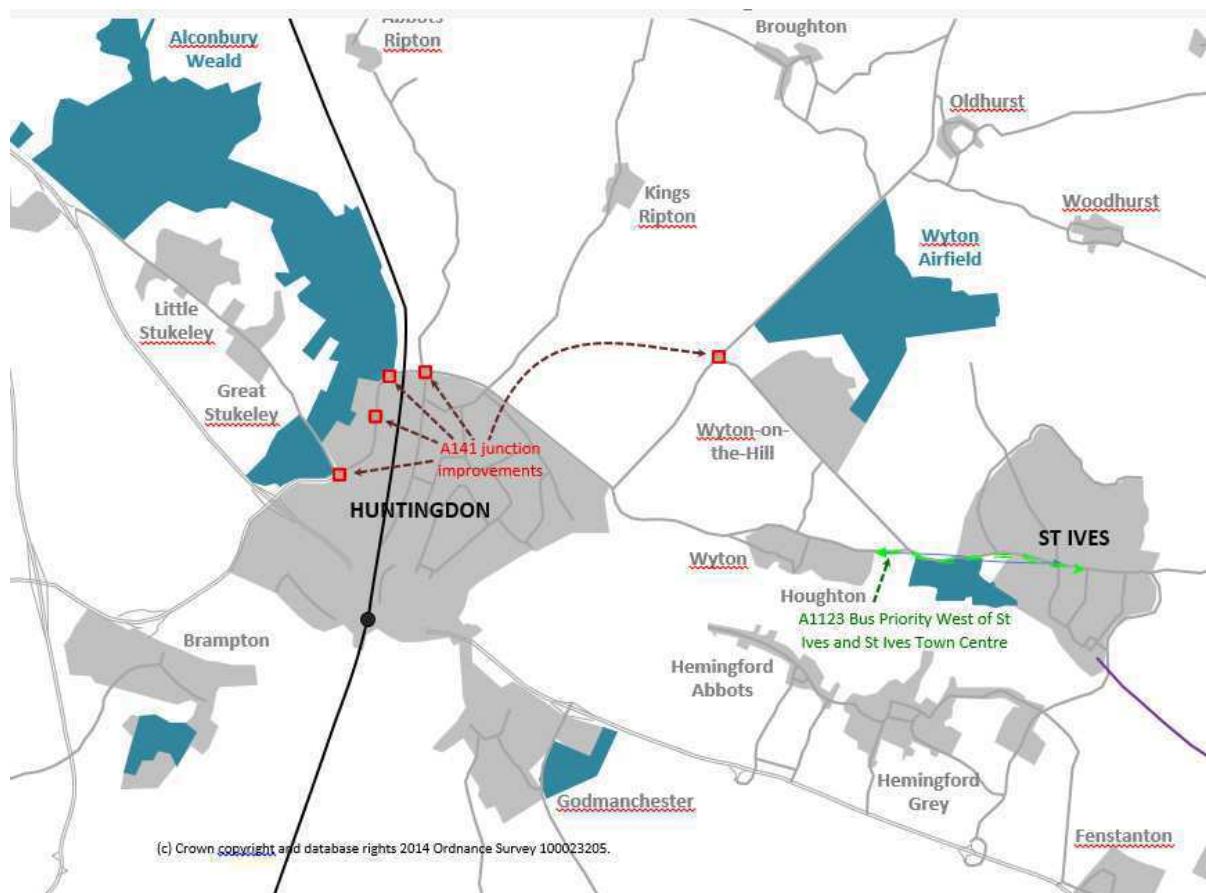
This scheme includes improvements to a number of junctions on the A141 in the Huntingdon area to address existing congestion and provide interim capacity improvements to provide for future growth. The junctions are:

- A141 / Ermine Street
- A141 / Washingley Road
- A141 / St Peter's Road
- A141 / A1123 Huntingdon Road / B1514 Main Street
- A141 / B1090 Sawtry Way

A1123 Bus Priority West of St Ives and St Ives town Centre

This scheme would provide bus priority along the A1123 and within St Ives town centre. This would improve journey times and reliability of Busway and other bus services between St Ives and Huntingdon.

Figure 3: Schemes within Huntingdonshire



4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

The aim of the Fund is to increase and rebalance productivity by relieving congestion, unlock economic and job opportunities and enable the delivery of new housing development. All proposed projects meet this Fund aim and thus align with this corporate priority.

4.2 Helping people live healthy and independent lives

The proposed schemes are based on the Local Transport Plan which aims to improve accessibility for all users and is aligned to the Cambridgeshire Health and Wellbeing Strategy.

4.3 Supporting and protecting vulnerable people

The proposed schemes are based on the Local Transport Plan which aims to improve accessibility for all users. Though not specifically for road safety, proposed schemes will limit or remove conflicts between motorised traffic and other road users.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

Local funding contributions are required for proposed projects. The County Council's Section 151 Officer is responsible for estimating and controlling all project costs and will declare as such for each application. In prioritising eligible proposals for bidding, resource implications are covered in the Economic Case and Financial Case described in section 3 above.

5.2 Statutory, Risk and Legal Implications

There are no significant implications within this category. Risk and legal implications will be on the delivery of individual projects rather than on bidding for funding.

5.3 Equality and Diversity Implications

There are no significant implications within this category.

5.4 Engagement and Consultation Implications

There are no significant implications within this category. Consultation will be undertaken by individual scheme as appropriate.

5.5 Localism and Local Member Involvement

There are no significant implications within this category. Proposed schemes are from Local Transport Plan and Strategies and thus have had local Members involvement.

5.6 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	N/A Name of Financial Officer: Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	N/A Name of Legal Officer: Julie Thornton
Are there any Equality and Diversity implications?	N/A Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	N/A Name of Officer:

Are there any Localism and Local Member involvement issues?	N/A Name of Officer: Paul Tadd
Have any Public Health implications been cleared by Public Health	N/A Name of Officer: Tess Campbell

Source Documents	Location

FINANCE AND PERFORMANCE REPORT – 2016/17 OUTTURN

To: **Economy and Environment Committee**

Meeting Date: **1st June 2017**

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

Electoral division(s): **All**

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

Purpose: **To present to Economy and Environment Committee the
2016/17 Outturn position for Economy, Transport and
Environment (ETE).**

**The report is presented to provide Committee with an
opportunity to note and comment on the financial and
performance outturn position for 2016/17.**

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

Review and comment upon the report

<i>Officer contact:</i>	
Name:	Sarah Heywood
Post:	Strategic Finance Manager
Email:	Sarah.Heywood@Cambridgeshire.gov.uk
Tel:	01223 699714

1. BACKGROUND

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

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the ETE Finance and Performance outturn report for 2016/17.
- 2.2 **Revenue:** At year-end ETE was underspent by £354K on its total expenditure budget of £72m (of which £10m was funded by grant income). The main variances which fall within the responsibility of this Committee are (1) Growth and Economy other, which underspent by £394K, due to Highways Development Management over-achieving their income target for both Section 38 and Section 106 fees, (2) Park & Ride, which overspent by £152K due to under-achievement of income including operator access fees, and (3) Concessionary Fares, which underspent by £699K due to eligible passengers taking a lower number of journeys compared to budgeted numbers.
- 2.3 **Capital:** Actual ETE capital expenditure was £42.1m compared to the target of £42.0m. The capital programme variation reflected that some schemes would slip in-year and overall that some schemes would progress faster than anticipated and some slower. Ely Crossing exceeded profile by £1.0m and King's Dyke was behind profile by £3.1m due to land issues and Connecting Cambridgeshire was behind profile by £2.0m due to the "claw back" provision which requires BT to re-invest the surplus profits into further broadband roll-out.
- 2.4 E&E Committee has fourteen **performance indicators** reported to it in 2016-17. Of these fourteen performance indicators, one was red, seven are amber, and six are green. The indicator that was red is:
- Local bus journeys originating in the authority area.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1

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

SOURCE DOCUMENTS

Source Documents	Location
None	

Economy, Transport & Environment Services**Finance and Performance Report – Final 2016-17****1. 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

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

Monthly Indicators	Red	Amber	Green	Total
Year-end actual (for 2016/17)	3	9	12	24

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

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2016/17 £000	Actual Spend end of March £000	Variance - (March) £000	Variance - (March) %
+13	Executive Director	2,101	2,128	+27	1
	Infrastructure Management & Operations	57,572	58,128	+601	1
+341	Strategy & Development	12,513	11,531	-982	-8
-897	External Grants	-9,588	-9,588	0	0
0					
-543	Total	62,553	62,199	-354	-1

The service level budgetary control report for the end of the Financial year 2016-17 can be found in [appendix 1](#).

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

2.2 Significant Issues

Waste

The overspend for Waste has increased to that previously reported due to additional costs incurred in March than were originally expected. This was due to significantly higher outputs being produced by the Mechanical and Biological Treatment (MBT) facility and landfilled at CCC's expense in March than was originally estimated.

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 2017.

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

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

Reversal of the following reserve budget allocation, moving the funding back to ETE reserves and requesting to GPC that it can be carried forward to 2017/18 as the work is either continuing into 2017/18 or due to start in 2017/18:-

- Highways Records Digitisation £45k

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

3. BALANCE SHEET

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

Delivering Transport Strategy Aims

Expenditure in this area reduced slightly due to schemes not being completed until 2017/18. The funding for the schemes still to be completed, will need to be carried forward into the new year.

Operating the Network

Expenditure in this area was less than previously projected due to a number of delays. The delayed schemes included :-

Station Road, Abbots Ripton (£252k)– delays due to Network Rail.
Cambridge – Radial routes East signing review (£142k) – work on hold awaiting results from the City Centre Access study led by the City Deal.

These schemes will be completed in 2017/18 and the funding will need to be carried forward into the new year.

Connecting Cambridgeshire

Outturn underspend greater than originally anticipated as BT front loaded a proportion of their Phase Two deployment investment in order to meet the state aid intensity % required in order to meet the requirements of the gap-funded contract. The public funding is still needed in order to deliver the THP (Total Homes Passed) as part of the Phase Two deployment, but will not be required until later in 2017. Overall the programme remains on track and all delivery milestones to date have been met.

Funding

All schemes are funded as presented in the 2016/17 Business Plan.

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

4. PERFORMANCE

4.1 Introduction

This report provides performance information for the suite of key Economy, Transport & Environment (ETE) indicators for 2016/17.

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

4.2 Red Indicators (new information)

This section covers indicators where 2016/17 targets were not achieved.

a) Economy & Environment

No new information this month.

b) Highways & Community Infrastructure

Road Safety

- Road accident deaths and serious injuries - 12-month rolling total (to December 2016)

The provisional 12 month total to the end of December is 342, compared with a 2016 year-end target of no more than 276, and the 2016 target will not be achieved.



This year, police forces across the country have been introducing a new national Collision Recording and Sharing System (CRASH), which was implemented for Cambridgeshire in April.

We have discussed our increase in reported serious injuries with the Head of Road Safety Statistics at the Department for Transport (DfT), who advised that there have been increases in recorded serious injury statistics across Great Britain by police forces who have adopted CRASH, and that this is likely to be due to better recording of injury type.

In Cambridgeshire, we have always put resource into checking and validating the information we received, and in working closely with the police to improve data quality. However, even with the processes we had in place, it looks as if there may have previously been some under-reporting of serious injuries in Cambridgeshire. We are currently working with the police, the Department of Transport (DfT), Highways England and East of England local authorities to understand the impact of the CRASH effect.

DfT is planning to publish estimates of the CRASH effect on road casualty statistics, although that will not be available until later in the year.

c) ETE Operational Indicators

No new information this month.

4.3 Amber indicators (new information)

This section covers indicators where year-end targets were within a narrow margin of being achieved.

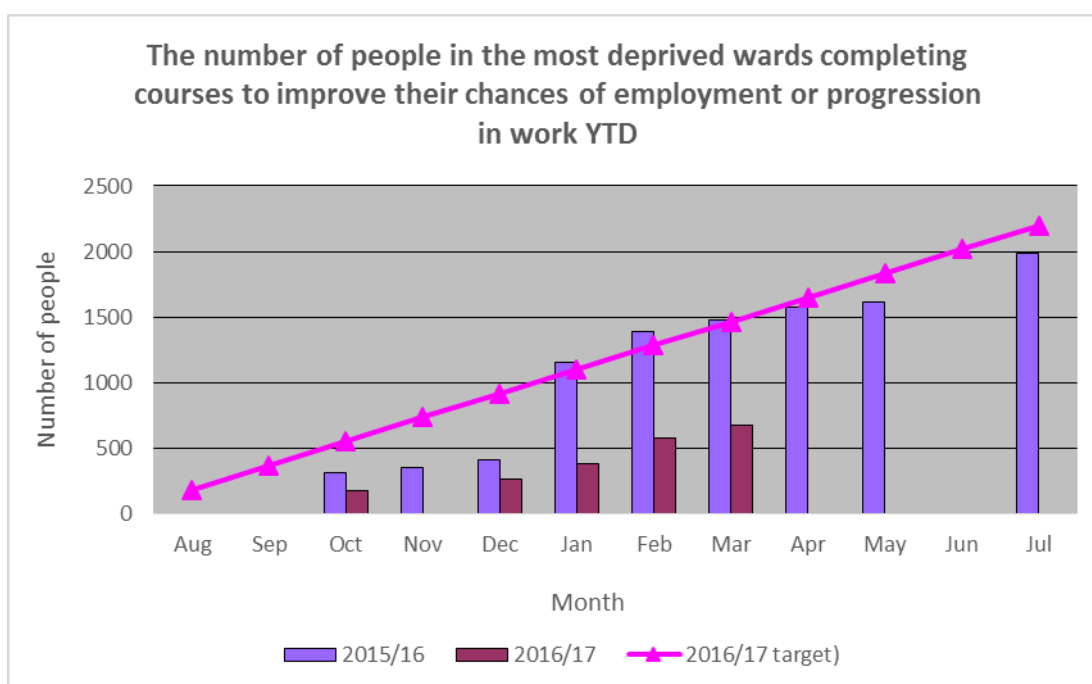
a) Economy & Environment

Adult Learning and Skills

- The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work (March 2017)

Figures to the end of March show that there are currently 678 learners taking courses in the most deprived wards. This is below target, but this is up from 377 in January and 580 in February. Figures are expected to increase during the year as partners run multiple short courses. There have also been problems collecting data from contractors however these are being resolved and it is anticipated the numbers will be higher and accurate by June/July 2017. A targeted programme has started, focusing on increasing the participation in these deprived areas.

The number of people completing courses will not be recorded until the end of the academic year. The target of 2,200 is end-of-year.



Economic Development

- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to December 2016)

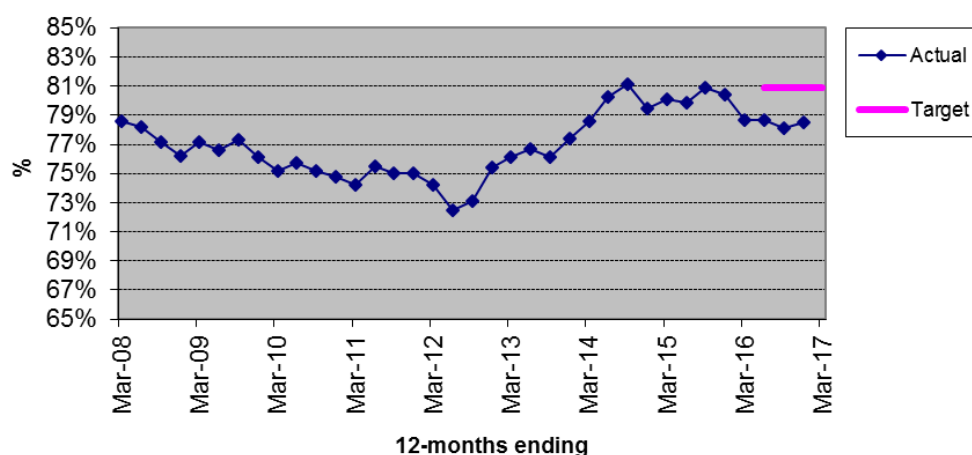
The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).

The 12-month rolling average is 78.5%, which although it has increased slightly from the last quarterly rolling average, is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.0% and the Eastern regional figure of 76.8%.

11.8% of employed 16-64 year old Cambridgeshire residents are self-employed and 66.7% are employees.

Due to economic uncertainty the target remains challenging.

**% of 16-64 year-old Cambridgeshire residents in employment:
12-month rolling average**



- 'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others (at August 2016)

The 2016/17 target of $\leq 11.5\%$ is for the most deprived areas (top 10%).

Latest figures published by the Department for Work and Pensions show that, in August 2016, 11.0% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 4.9% of those living elsewhere in Cambridgeshire.

The gap of 6.1 percentage points is lower than the last quarter and is currently achieving the target of ≤ 6.5 percentage points.

b) Highways & Community Infrastructure

Communities

- Proportion of Fenland and East Cambs residents who participate in sport or active recreation three (or more) times per week. Derived from the Active People Survey (2015/16)

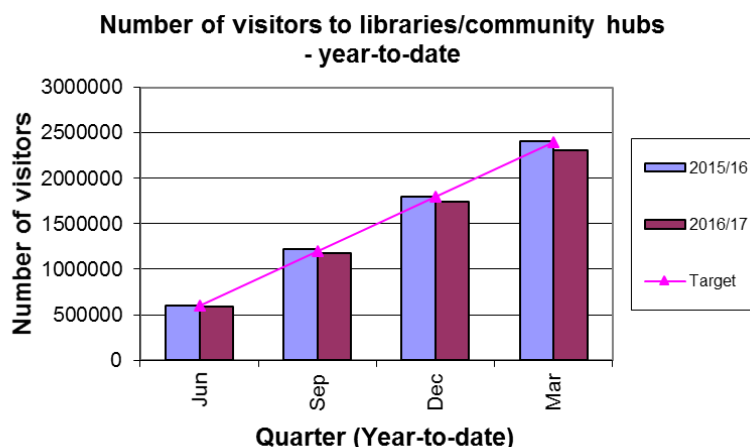
The indicator is measured by a survey undertaken by Sport England. The Council's target is for Fenland and East Cambridgeshire to increase to the 2013/14 county average over 5 years. Applying this principle to Sport England's revised baseline data gives a 5-year target to increase the participation rate in Fenland and East Cambridgeshire (combined) to 26.2%.

The 2013/14 figure was 21.3% and the 2014/15 figure improved to 21.9%. The 2015/16 figure has continued the improving trend at 22.7% but is slightly off track.

Library Services

- Number of visitors to libraries/community hubs - year-to-date (to March 2017)
Overall there has been a 4% drop in visits to libraries in the past 12 months to 2,303,593. This is due to a variety of factors including: a 406 hours reduction in

library opening hours from 15/16 to 16/17; a 9% reduction in library events for children during the same period; a reduced book fund so readers are increasingly not able to find the book they want; and the introduction of a new reservation charge which has led to a 42% drop in reservations, from 219,804 in 15/16 to 128,582 in 16/17



c) ETE Operational Indicators

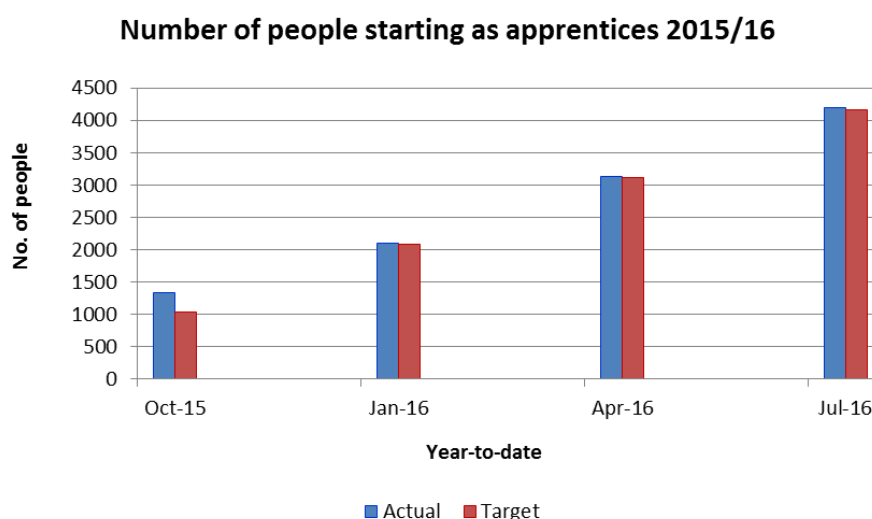
No new information this month.

4.4 Green Indicators (new information)

The following indicators year-end targets have been achieved.

a) Economy & Environment

- The number of people starting as apprentices – academic year, 2015/16
Final figures for the number of people starting as apprentices during 2015/16 is 4,430, compared with 4,200 during 2014/15 - an increase of 5%. This means that the 2015/16 target of 4,158 was achieved.

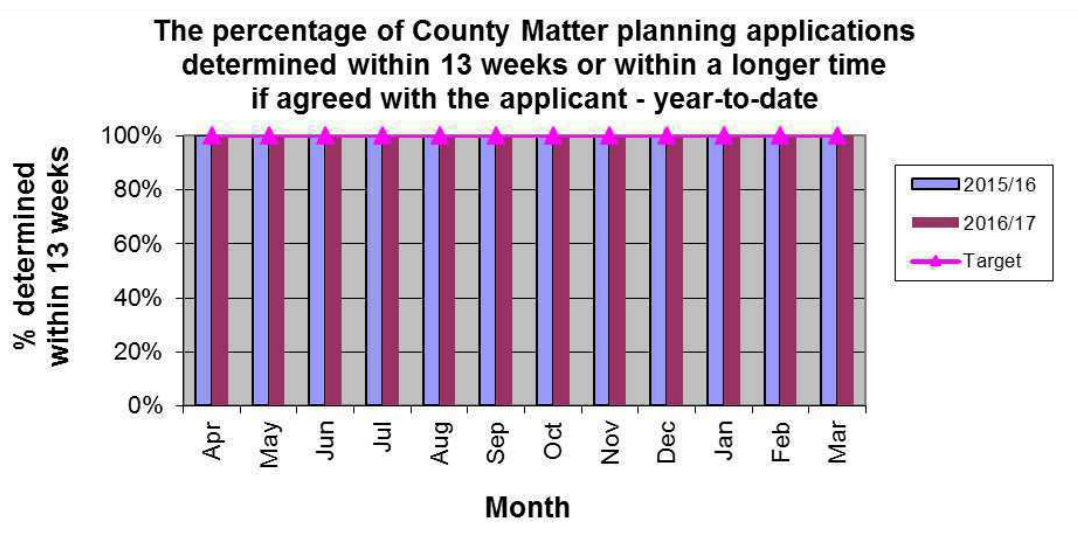


Planning applications

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

Ten County Matter planning applications have been received and determined on time since April.

There were 16 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). All 16 applications were determined on time.



b) Highways & Community Infrastructure

Archives

- Increase digital access to archive documents by adding new entries to online catalogue (to March 2017)

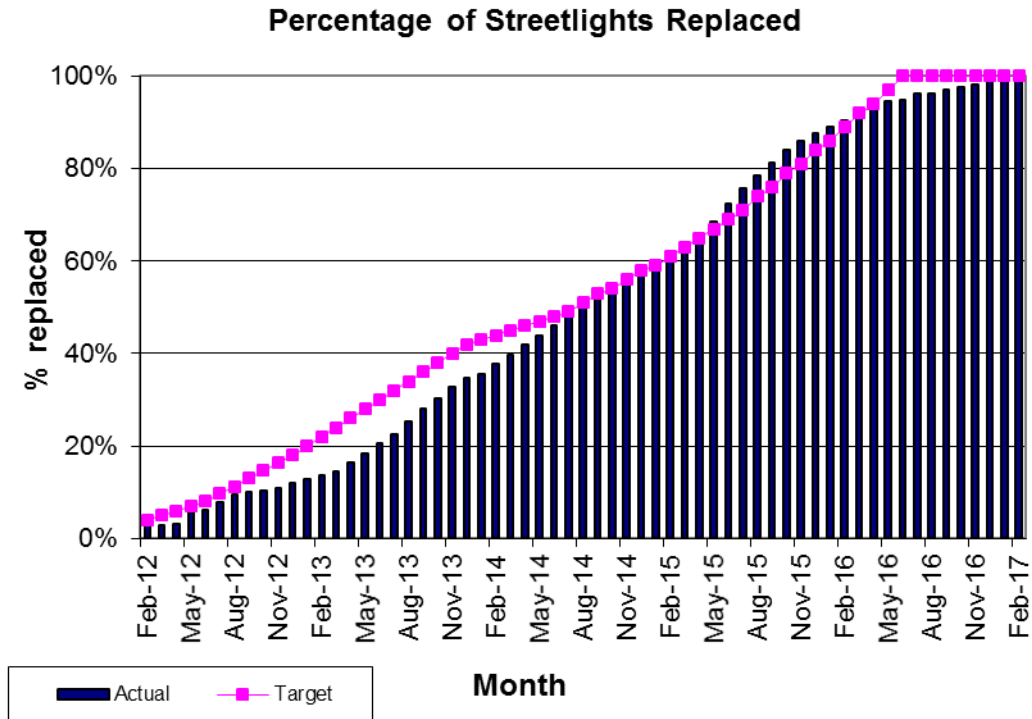
The figure to the end of March 2017 is 426,530, which means the year-end target of 417,000 has been achieved.

Some of the larger contingents to be added recently are the Histon Manorial records, Children in care institutional records, County Council departmental records relating to the children in care function, March Urban District Council building byelaw plans and the Fulbourn Hospital Collection.

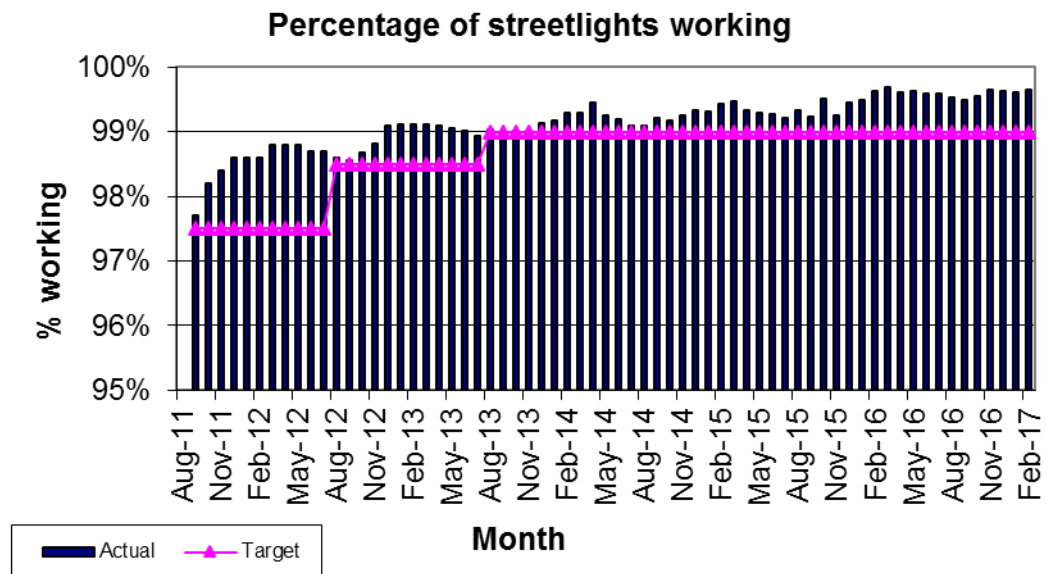
Street Lighting

- Performance against street light replacement programme (at February 2017)

99.8% of the programme has been completed, representing 55,072 street lights. It is expected that performance will be at 100% by March 2017.

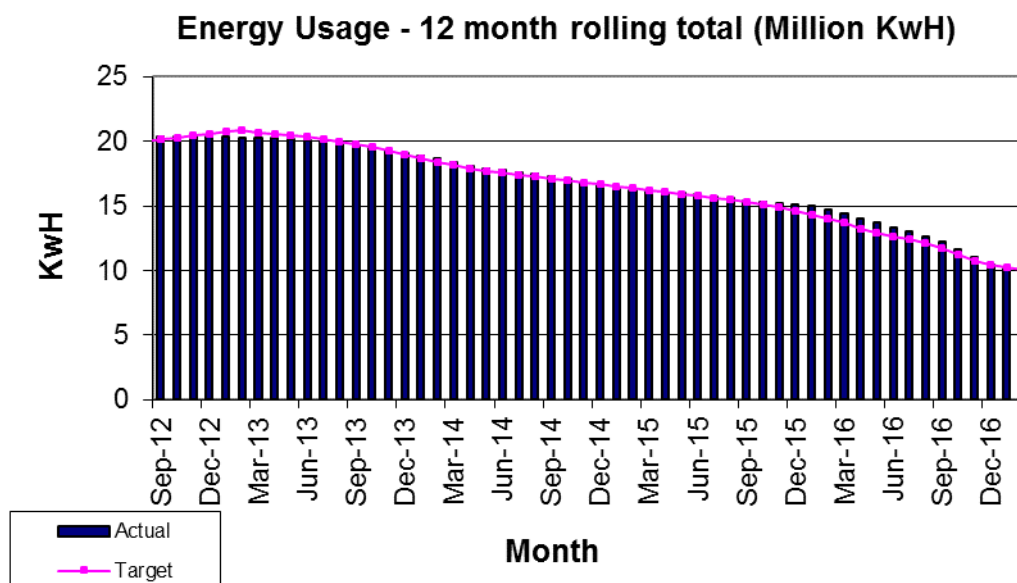


- Streetlights working (as measured by new performance contract) (to February 2017)
The 4-month average (the formal contract definition of the performance indicator) is 99.6% this month, and remains above the 99% target.



Street Lighting

- Energy use by street lights – 12-month rolling total (to February 2017)
Actual energy use to February is 10.0 KWh, and is now on target.



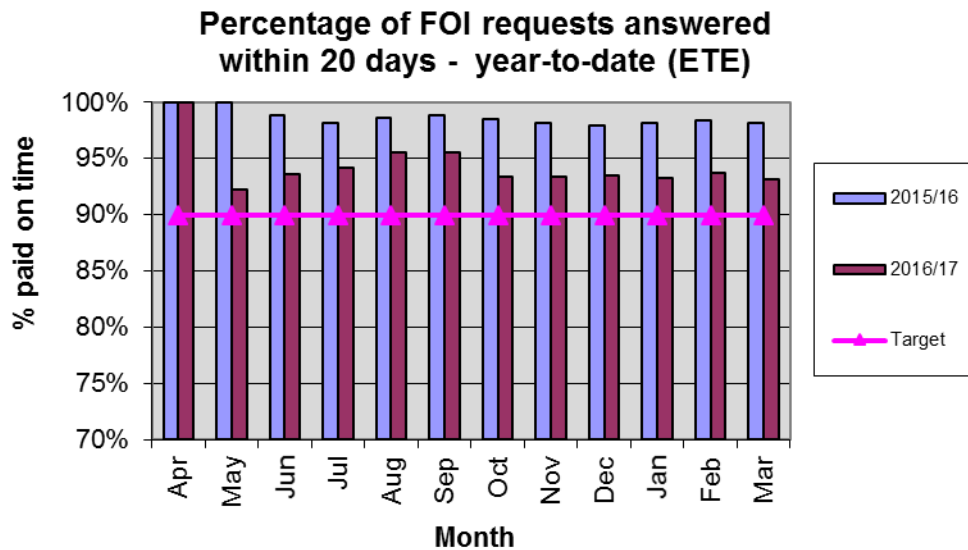
The energy targets have now been updated to reflect other measures agreed elsewhere (such as the presence or absence of part night lighting, including those being funded by Cambridge City and Parish Councils).

c) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (March 2017)
20 Freedom of Information requests were received during March 2017. Provisional figures show that 85% (17 out of 20) were responded to on time.

335 Freedom of Information requests have been received since April 2016 and 93.1% of these have been responded to on-time. This compares with 98.2% (out of 335) and 96.2% (out of 316) for the same period last year and the year before.



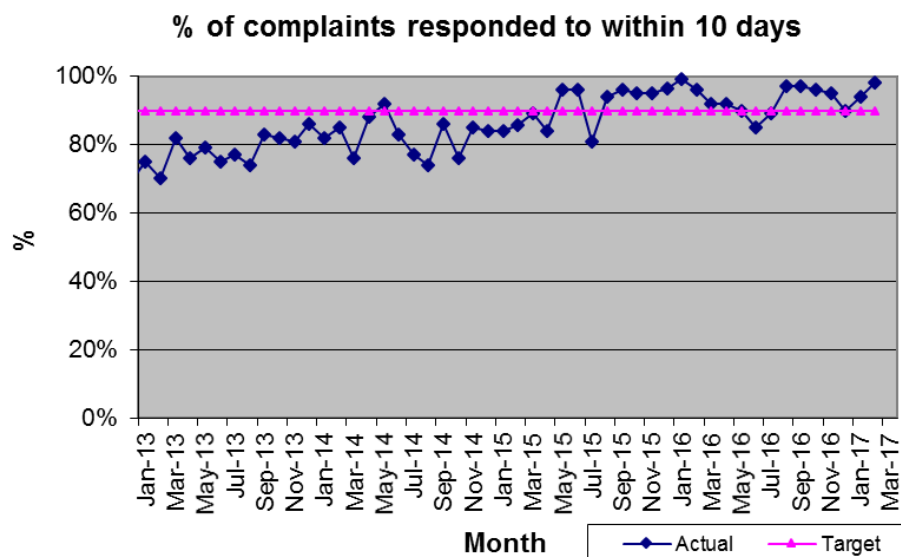
Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (March 2017)
46 complaints were received in March 2017. 91% of these were responded to within 10 working days.

The majority of complaints for Infrastructure Management & Operations were for Highways and 30 out of the 34 received were responded to on time.

The majority of complaints received by Strategy & Development were for Passenger Transport and all 12 out of the 12 received were responded to within 10 days.

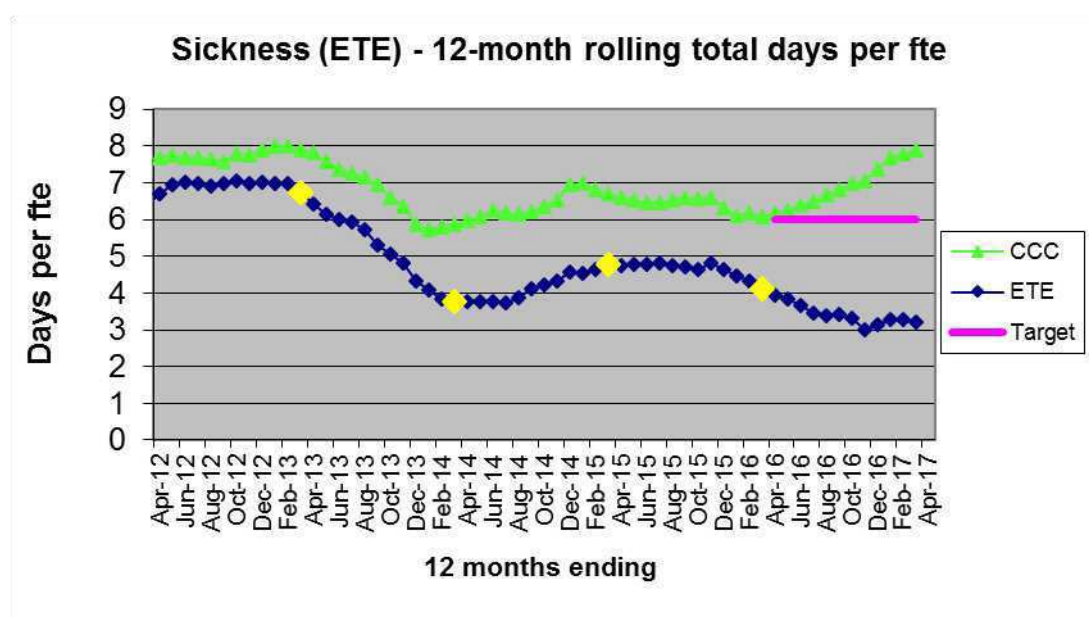
The year-to-date figure is currently 93%.



Staff sickness

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

The 12-month rolling average has reduced slightly at 3.2 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.



During March the total number of absence days within Economy, Transport & Environment was 112 days based on 544 staff (f.t.e) working within the Service. The breakdown of absence shows that 52 days were short-term sickness and 60 days long-term sickness.

4.5 Contextual indicators (new information)

a) Economy & Environment

Connecting Cambridgeshire

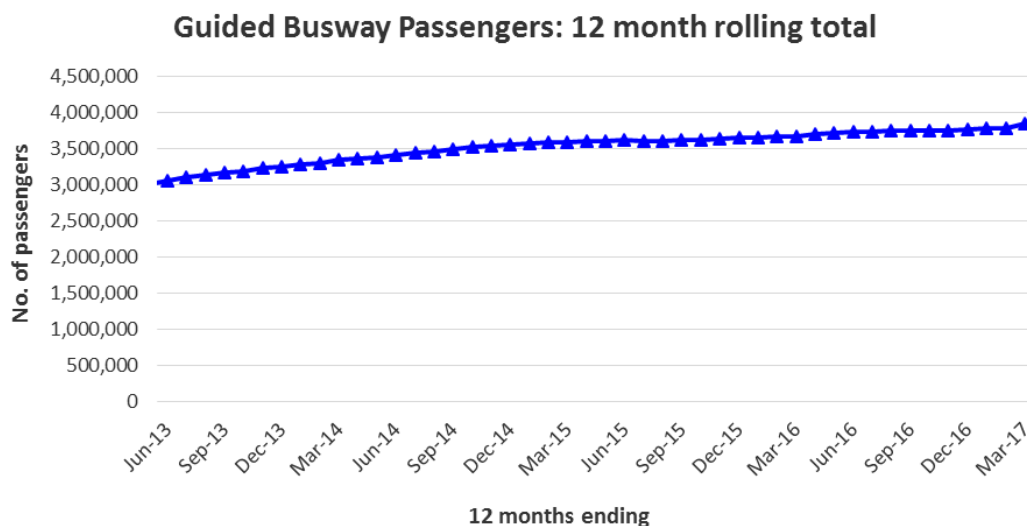
- % of take-up in the intervention area as part of the superfast broadband rollout programme (to January 2017)

Figures to the end of January show that the average take-up in the intervention area has increased from 35.6% in June to 41.8%.

Passenger Transport

- Guided Busway passenger numbers (March 2017)

The Guided Busway carried around 359,946 passengers in March, and there have now been over 18.6 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.83 million.

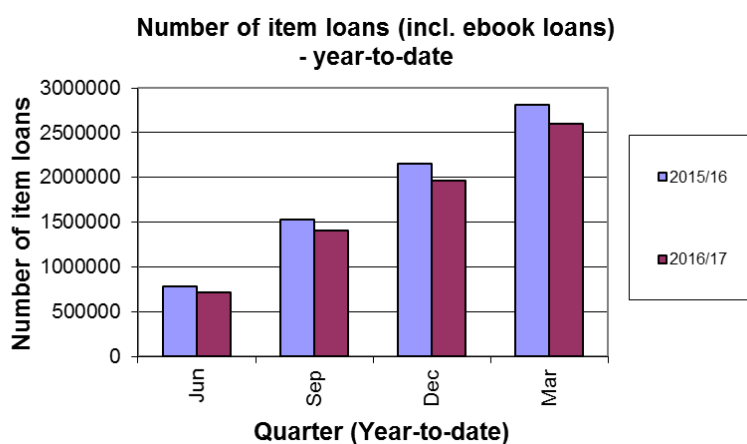


b) Highways & Community Infrastructure

Library Services

- Number of item loans (including eBook loans) – year-to-date (to March 2017)

The previous 12 months has seen a 1% drop in library opening hours as well as a 25.3% drop in the stock fund from £946,985k in 15/16 to £707,000k in 16/17. This change has had a significant impact on the public library service and contributed to a 7% drop in issues overall to 2,604,931 in 16/17 from 2,811,980 in 15/16. Specifically between 15/16 and 16/17 adult issues have dropped by 10% and children's issues have dropped by 4%. This has been further exacerbated by the introduction of fees to reserve items and this had created a drop of 58% in reservations by adult customers over the last year from 146,599 in 15/16 to 61,211 in 16/17.



Road Safety

- Road accident slight injuries – 12-month rolling total (to December 2016)
There were 1,754 slight injuries on Cambridgeshire's roads during the 12 months ending December 2017 compared with 1,561 for the same period the previous year.



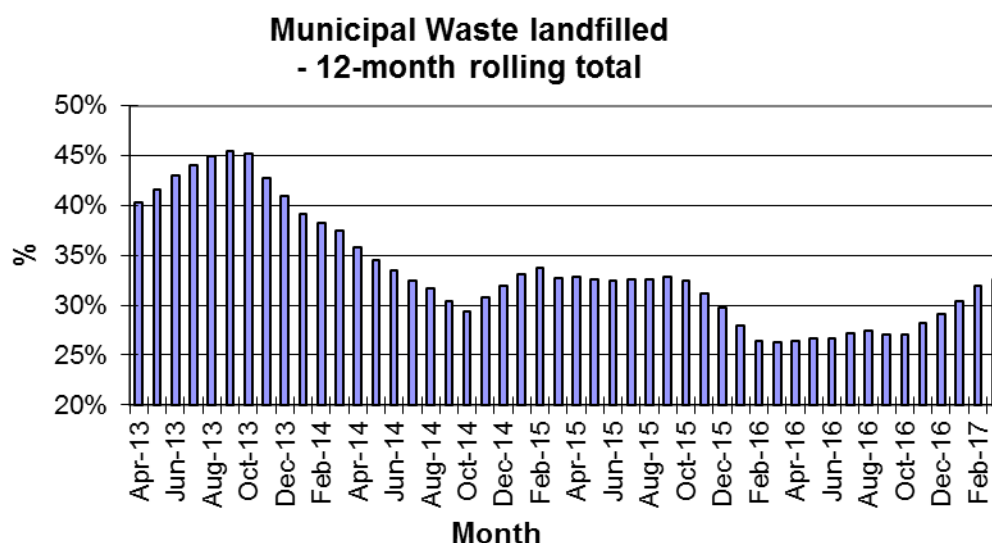
Rogue Traders

- Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents - annual average (to March 2017)
 £8,796 was saved as a result of our intervention in five rogue trading incidents during the fourth quarter of 2016/17. The annual average based on available data since April 2014 is £119,457.

It is important to note that the amounts recovered do not reflect the success of the intervention. In many cases the loss of a relatively small amount can have significant implications for victims; the impact can only be viewed on a case-by-case basis.

Waste management

- Municipal waste landfilled - 12 month rolling average (to March 2017)
 During the 12-months ending March 2017, 32.6% of municipal waste was landfilled.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn March £'000	Service	Current Budget for 2016-17 £'000	Actual to end of Closedown £'000	Current Variance £'000 %	
	Economy, Transport & Environment Services				
+3	Executive Director	1,673	1,687	+14	+1
+9	Business Support	428	441	+13	+3
0	Direct Grants	0	0	0	+0
13	Total Executive Director	2,101	2,128	+27	+1
	Directorate of Infrastructure Management & Operations				
-9	Director of Infrastructure Management & Operations	144	135	-9	-6
+252	Waste Disposal including PFI	34,073	34,556	+483	+1
	Highways				
-125	- Road Safety	681	559	-121	-18
-63	- Traffic Manager	-515	-592	-77	+15
+88	- Network Management	1,221	1,269	+48	+4
+273	- Local Infrastructure & Streets	3,223	3,534	+311	+10
-38	- Winter Maintenance	2,020	1,972	-47	-2
+0	- Parking Enforcement	0	-0	-0	+0
+0	- Street Lighting	8,987	8,987	+0	+0
+280	- Asset Management	761	1,031	+269	+35
-91	- Highways other	1,377	1,279	-97	-7
-61	Trading Standards	740	696	-44	-6
	Community & Cultural Services				
-187	- Libraries	3,493	3,322	-171	-5
-72	- Community Resilience	707	640	-68	+0
-20	- Archives	396	392	-4	-1
+39	- Registrars	-550	-522	+28	-5
+76	- Coroners	769	871	+102	+13
0	Direct Grants	-6,872	-6,872	0	+0
+341	Total Infrastructure Management & Operations	50,655	51,255	601	1
	Directorate of Strategy & Development				
-8	Director of Strategy & Development	142	134	-8	-5
+30	Transport & Infrastructure Policy & Funding	155	186	+31	+20
	Growth & Economy				
-111	- Growth & Development	589	467	-122	-21
+72	- County Planning, Minerals & Waste	309	384	+76	+25
+14	- Enterprise & Economy	-0	13	+14	+0
+0	- Mobilising Local Energy Investment (MLEI)	0	0	+0	+0
-386	- Growth & Economy other	508	114	-394	-78
+53	Major Infrastructure Delivery	0	36	+36	+0
	Passenger Transport				
+145	- Park & Ride	176	328	+152	+86
-621	- Concessionary Fares	5,619	4,920	-699	-12
-77	- Passenger Transport other	2,513	2,445	-67	-3
	Adult Learning & Skills				
+0	- Adult Learning & Skills	2,504	2,504	+0	+0
-19	- Learning Centres	0	0	+0	+0
+10	- National Careers	0	0	+0	+0
0	Direct Grants	-2,716	-2,716	0	+0
-897	Total Strategy & Development	9,797	8,815	-982	-10
-543	Total Economy, Transport & Environment Services	62,553	62,199	-354	-1

	MEMORANDUM				
£'000	Grant Funding	£'000	£'000	£'000	%
0	- Public Health Grant	-327	-327	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-3,944	+0	+0
0	- Waste - PFI Grant	-2,691	-2,691	+0	+0
0	- Bus Service Operators Grant	-302	-302	+0	+0
0	- Adult Learning & Skills	-2,324	-2,324	+0	+0
+0	Grant Funding Total	-9,588	-9,588	0	0

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 £'000	Actual to the end of Closedown £'000	Variance	
			£'000	%
Waste Disposal including PFI	34,073	34,556	+483	+1
<p>Recycling credit payments to district councils were lower than anticipated. That together with a rebate on business rates have helped to mitigate increased landfill disposal costs. The erratic performance of the MBT, population growth and increased quantities of residual and organic waste collected per household have contributed to an overspend in landfill tax against the forecast.</p> <p>The budgeted level of third party income was not achieved due to Amey's inability to secure third party contracts that generate a profit share for the Council.</p>				
Road Safety	681	559	-121	-18
Underspend mainly due to vacancy savings.				
Local Infrastructure & Streets	3,223	3,534	+311	+10
Underspends within ETE have been used to fund one off work on reactive maintenance.				
Asset Management	761	1,031	+269	+35
The overspend relates to the costs for the procurement of the new Highways Contract. This was partly due to the extension of the Competitive Dialogue period & the additional external specialist advice purchased to support the process.				
Highways other	1,377	1,279	-97	-7
The underspend was partly due to additional income than projected for private work (i.e dropped kerbs) and from savings relating to the new Signals contract.				
Libraries	3,493	3,322	-171	-5
The underspend was mainly due to vacancy savings within the Service and over achievement on income.				
Growth & Development	589	467	-122	-21
The underspend was mainly due to difficulty in filling a technical vacancy				
Growth & Economy Other	508	114	-394	-78

Highways Development Management have overachieved their income target for both Section 38 & Section 106 fees.				
Park & Ride	176	328	+152	+86
<p>There are a number of reasons for the overspend. Operator access fees, which had been suspended for a period following the introduction of parking charges, were reintroduced in July rather than April, to allow for further discussion with the bus operators about their impact. Additional operating and maintenance costs were incurred for the additional ticket machines purchased the previous year to eliminate queuing. And following reductions in staffing numbers there was an increase in staff overtime to cover absences.</p>				
Concessionary Fares	5,619	4,920	-699	-12
<p>Concessionary fares underspent by £699k. The concessionary fares paid to bus operators have been lower than anticipated in the budget, which was due to a lower number of journeys. This follows a national trend, but the decrease in Cambridgeshire has been more pronounced than the 1.5% national average. It's possible that the decrease in spend is linked to the eligibility age for a bus pass rising.</p>				

APPENDIX 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	10,319
Adult Learning & Skills grants	Department of Education	-702
Non-material grants (+/- £30k)		-29
Total Grants 2016/17		9,588

The Adult Learning & Skills grant and Learning centre grants have been adjusted to match the expected grant in 2016/17.

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	59,952	
Allocation of ETE reserves as agreed by GPC	2,015	
Reversal of ETE reserve allocation for Ely Archives	-65	
Implementation of the Corporate Capacity Review	-65	
Allocation of reserves as Gritting routes reinstated in entirety as agreed at County Council meeting of 13th December 2016	570	
Reversal of ETE reserves as agreed as not required until 2017/18	-583	
Street lighting – Rebasing to match actual inflation	-600	
Reversal of ETE reserve allocation for Wave & Pay ticket machines	-135	
Annual Insurance allocation	1,501	
Reversal of ETE reserve allocation for Highways Records digitisation	-45	
Non-material virements (+/- £30k)	8	
Current Budget 2016/17	62,553	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2016 £'000	Movement within Year £'000	Balance at 31st March 2017 £'000	Notes
General Reserve				
Service carry-forward	3,386	(1,156)	2,230	Account used for all of ETE
Sub total	3,386	(1,156)	2,230	
Equipment Reserves				
Libraries - Vehicle replacement Fund	218	0	218	
Sub total	218	0	218	
Other Earmarked Funds				
Deflectograph Consortium	61	(5)	57	Partnership accounts, not solely CCC
Highways Searches	33	22	55	
On Street Parking	1,593	693	2,286	
Bus route enforcement	169	(52)	117	
Streetworks Permit scheme	0	98	98	
Highways Commuted Sums	579	41	620	
Guided Busway Liquidated Damages	2,783	(1,260)	1,523	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	38	59	
Proceeds of Crime	355	1	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	41	291	Partnership accounts, not solely CCC
Fens Workshops	56	5	61	Partnership accounts, not solely CCC
Travel to Work	253	(42)	211	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	
Olympic Development	2	(2)	0	
Northstowe Trust	101	0	101	
Cromwell Museum	28	(28)	0	
Archives Service Development	234	0	234	
Other earmarked reserves under £30k - IMO	9	26	36	
Other earmarked reserves under £30k - S&D	57	(230)	(174)	
Sub total	6,657	(654)	6,003	
Short Term Provision				
Travellers	43	(43)	0	
Mobilising Local Energy Investment (MLEI)	669	0	669	
Sub total	712	(43)	669	
Capital Reserves				
Government Grants - Local Transport Plan	0	0	0	Account used for all of ETE
Government Grants - S&D	1,671	(897)	774	
Government Grants - IMO	0	0	0	
Other Capital Funding - S&D	1,950	3,839	5,788	
Other Capital Funding - IMO	1,232	(533)	699	
Sub total	4,853	2,408	7,262	
TOTAL	15,826	556	16,382	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2016/17					TOTAL SCHEME	
Original 2016/17 Budget as per BP	Scheme	Revised Budget for 2016/17	Actual Spend (Yearend)	Actual Variance (Yearend)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000
	Integrated Transport					
400	- Major Scheme Development & Delivery	200	200	0	200	0
482	- Local Infrastructure Improvements	813	711	-102	690	0
594	- Safety Schemes	594	554	-40	594	0
345	- Strategy and Scheme Development work	508	385	-123	508	0
1,988	- Delivering the Transport Strategy Aims	2,487	1,406	-1,081	3,132	0
478	- Cambridgeshire Sustainable Transport Improvements	616	294	-322	237	0
23	- Air Quality Monitoring	23	21	-2	23	0
15,461	Operating the Network	16,284	13,840	-2,444	15,879	0
	Infrastructure Management & Operations Schemes			0		
6,000	- £90m Highways Maintenance schemes	6,000	8,208	2,208	90,000	0
0	- Pothole grant funding	973	977	4	973	0
60	- Waste Infrastructure	219	173	-46	5,279	0
2,161	- Archives Centre / Ely Hub	1,799	162	-1,637	5,080	0
417	- Community & Cultural Services	797	490	-307	1,540	0
705	- Street Lighting	705	0	-705	705	0
	Strategy & Development Schemes					
4,700	- Cycling Schemes	3,596	3,102	-494	17,598	0
1,336	- Huntingdon - West of Town Centre Link Road	700	40	-660	9,116	0
14,750	- Ely Crossing	5,500	6,534	1,034	36,000	0
0	- Chesterton Busway	0	272	272	0	0
2,110	- Guided Busway	500	165	-335	151,147	0
12,065	- King's Dyke	3,421	286	-3,135	13,580	0
500	- Wisbech Access Strategy	672	437	-235	1,000	0
	- A14	150	189	39	25,200	0
1,439	- Soham Station	967	744	-223	6,710	0
	Other Schemes					
5,600	- Connecting Cambridgeshire	4,860	2,902	-1,958	30,700	0
85	- Other Schemes	85	0	-85	680	0
71,699		52,469	42,093	-10,376	416,571	0
	Capital Programme variations	-10,500		10,376		
71,699	Total including Capital Programme variations	41,969	42,093	0		

Revised Budget

The decrease between the original and revised budget is made up as follows:-

- Carry-forward of funding from 2015/16 due to the re-phasing of schemes which reported as underspending at the end of the 2015/16 financial year.
- The phasing of a number of schemes have been reviewed since the published business plan and this has resulted in a reduction in the required budget in 2016/17, most notably the schemes for Ely Crossing and King's Dyke.
- As previously reported, the Capital Programme Board 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.

2016/17 Forecast Spend

Delivering the Transport Strategy Aims

A number of schemes that were originally budgeted within the 'Cambridgeshire Sustainable Transport Improvements' and 'Operating the Network' lines are now being charged to the 'Delivering the Transport Strategy Aims' line as the schemes are Highway schemes and of a similar nature.

The final assessment work on Norwood Road, March has commenced with our Partner, Network Rail. The works have been delayed to avoid any disruption on the rail network and to ensure that best value is obtained for all. Due to the complexity of the scheme construction will now begin in 2017/2018 but the assessment period is currently being accelerated through close liaison with Network Rail. Funding through the March Market Town Transport Strategy has been agreed.

Expenditure in this area reduced slightly due to schemes not being completed until 2017/18. The funding for the schemes still to be completed, will need to be carried forward into the new year.

Operating the Network

- Traffic signal replacement

Due to issues with purchasing of land, a scheme on Cherry Hinton Road (Queen Edith's Way/ Robin Hood junction), £668k worth of expenditure will slip into 2017-18. The scheme is fully funded by S106 developer contributions.

- Other

Expenditure in this area was less than previously projected due to a number of delays. The delayed schemes included :-

Station Road, Abbots Ripton (£252k)– delays due to Network Rail.

Cambridge – Radial routes East signing review (£142k) – work on hold awaiting results from the City Centre Access study.

These schemes will be completed in 2017/18 and the funding will need to be carried forward into the new year.

£90m Highways Maintenance

£6m was initially allocated to this area in 2016-17 and spare funding from the previous year was rolled forward into future years. Historically although more work has been programmed than budgeted for the year, for a number of reasons schemes have slipped and expenditure has always been within the agreed budget. This year more schemes are being completed by the Contractor and total expenditure was nearer to £8.2m. These additional schemes have been funded by previous year's slippage.

Cambourne Library

Expenditure for this did not occur in 2016-17 as the scheme is yet to be finalised. This is all funded by S106 developer funding.

Replacement of accrued streetlights with LEDs

This scheme will now commence in 2017-18 as plans have now been finalised to achieve the required savings, with staff and contractor focusing on completing the replacement programme. The scheme is expected to be completed in 2017/18.

Cycling schemes

There have been a number of changes affecting the following schemes, which have changed the expected out-turn figures :-

- Yaxley to Farcet

Initially work was planned to commence late summer 2016, but at that point neither of the land deals had completed, so it was not possible to start. Construction work commenced on 1st March. The delayed start date accounts for the reduced spend profile for this year.

- Cherry Hinton High Street

As well as the approved S106 developer funded cycling improvements, additional works were undertaken at the same time to maximise the road closure in place. These works included £170,000 to resurface the carriageway and £260,000 from the City Council to undertake streetscape improvements.

- Lode to Quy

This community led project has enjoyed strong local support throughout. For this reason objections through the planning process were not anticipated. Some objections were received which meant that a decision had to be made by the Planning Committee and planning conditions were attached. Discharge of conditions has made for a delayed start, which has resulted in a reduced spend in the 2016/17 financial year. Planning consent is now in place, and a package of pre-commencement conditions have been satisfied. Land agreements are now being finalised which will allow a start on site and the bulk of expenditure to be made spend within 2017/18.

- A10 Harston

It was originally hoped to be on site in February 2017. A number of unanticipated issues were raised at consultation, for which it seemed prudent to resolve and thus take the scheme through a further round of consultation to ensure a good level of public buy in. This delayed the scheme, impacting on the spend profile for the current year. With scheme approval now in place, and detailed design nearly complete, works on site should commence in summer, with the majority of spend now planned for 2017/18.

- Bar Hill to Longstanton

Officers have been working with both the A14 Project Team and the Northstowe developers to ensure a solution that fits with both the A14 changes near to Bar Hill, and the new Northstowe dual carriageway access road that links Northstowe with the B1050 between Bar Hill and Longstanton. This has taken longer than expected, and thus the spend profile for 2016/17 has not been achieved.

Ely Crossing

The stage 1 developed design stage has been completed and a Stage 2 two (construction) target cost of £27,470,909 has been agreed. Initial work on site has now commenced and it is anticipated that the route will be open in spring 2018. The expenditure profile was revised

to correspond with the programme agreed with the contractor. This varies from the earlier cash flow profile which was based on the provisional programme provided at tender.

Archives Centre

The majority of spend for this scheme will occur next financial year.

Connecting Cambridgeshire

E&E Committee approved an extension of the programme through to 2020 with higher targets within the existing funding envelope and the funding mechanism was ratified by General Purposes Committee in March 2017. This requires borrowing to pull forward “claw-back” funding from the current BT contract and the financial mechanism. The rollout contract with BT includes a “claw-back” provision which requires BT to reinvest any surplus profits into further broadband rollout if take-up exceeds the original forecast.

Revised targets include over 99% Superfast broadband coverage across Cambridgeshire and Peterborough by the end of 2020, additional public Wi-fi access points in village halls and community buildings in rural locations, improved 3G and 4G mobile coverage and the aspiration to host a 5G testbed/pilot programme within the Cambridgeshire & Peterborough combined authority area.

Outturn underspend greater than originally anticipated as BT front loaded a proportion of their Phase Two deployment investment in order to meet the state aid intensity % required in order to meet the requirements of the gap-funded contract. The public funding is still needed in order to deliver the THP (Total Homes Passed) as part of the Phase Two deployment, but will not be required until later in 2017. Overall the programme remains on track and all delivery milestones to date have been met.

King's Dyke

Planning permission has been granted and the tender package prepared. Agreeing arrangements for access to private land for ground investigation surveys has caused delays to the completion of the works information. Given the amount of earthworks within the scheme, this is critical information for contractors to inform the tendered price, eliminate risk and provide greater cost certainty. Officers have continued to work with the legal team and the land owner to agree access arrangements. Arrangements were agreed and the on-site ground investigation has been completed and the full ground investigation report is expected in March. This has impacted on the programme, and the revised key stages along with earliest expected dates for delivery are shown below.

Stage	Target Date
Planning application submitted	December 2015
Application determined	March 2016
Procurement and contract document preparation (Other than G.I)	November 2016
Publish Orders/objection period	March 2017
Agree Ground investigation access, complete survey	February 2017
Analysis of GI findings, report produced	March 2017
Tender issued	March 2017
Tender return	June 2017
Works package award presented to E and E Committee	July 2017
Detailed design	November 2017
Site mobilisation and construction	December 2017

Meeting key stages is dependent on land access and acquisition, concluding agreements with Network Rail and agreeing a contractor's programme. Any objection to Compulsory Purchase Orders may add a year into the programme. Similarly Network Rail agreements may add to the programme, but on-going liaison with landowners and Network Rail is aiming to mitigate these risks.

Assuming that agreement with Network Rail and Landowners is reached, the majority of the scheme expenditure will take place over years 2017/18 and 2018/19.

Key changes to the programme are reported to the Project Board which meets every 2-3 months.

Capital Funding

2016/17				
Original 2016/17 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2016/17 £'000	Actual Spend (Yearend) £'000	Revised Funding Variance - Actual (Yearend) £'000
17,781	Local Transport Plan	17,789	17,789	0
2,682	Other DfT Grant funding	2,908	6,531	3,623
17,401	Other Grants	9,610	2,792	-6,818
5,691	Developer Contributions	5,906	3,117	-2,789
18,155	Prudential Borrowing	12,705	9,177	-3,528
9,989	Other Contributions	3,551	2,686	-865
71,699		52,469	42,093	-10,376
	Capital Programme variations	-10,500		10,500
71,699	Total including Capital Programme variations	41,969	42,093	124

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	-3.6	This reflects slippage or rephasing of the 2015/16 capital programme to be delivered in 2016/17 which was reported in November 16 and approved by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-16.4	Rephasing of grant funding for Ely Crossing (£4.75m) & King's Dyke (£11.3m), costs to be incurred in 2017/18
Revised Phasing (Section 106 & CIL)	-1.4	Rephasing of Cambridge Cycling Infrastructure (£0.7m) & Huntingdon West of Town Centre (£0.6m), costs to be incurred in 2017/18

Revised Phasing (Prudential Borrowing)	-1.9	Revised phasing of Guided Busway spend, Connecting Cambridgeshire and the Archives centre.
Revised Phasing (DfT Grant)	-0.8	Revised phasing of Cycling City Ambition Fund

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

a) Economy & Environment

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Adult Learning & Skills									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work	High	↔	To 31-Mar-2017	678	2,200	R	A	Figures to the end of March show that there are currently 678 learners taking courses in the most deprived wards. This is below target, but this is up from 377 in January and 580 in February. Figures are expected to increase during the year as partners run multiple short courses. There have also been problems collecting data from contractors however these are being resolved and it is anticipated the numbers will be higher and accurate by June/July 2017. A targeted programme has started, focusing on increasing the participation in these deprived areas. The number of people completing courses will not be recorded until the end of the academic year. The target of 2,200 is end-of-year.
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people starting as apprentices	High	↑	2015/16 academic year (Final)	4,430	4,574	G	G	Final figures for the number of people starting as apprentices during 2015/16 is 4,430, compared with 4,200 during 2014/15 - an increase of 5%. This means that the 2015/16 target of 4,158 has been achieved.
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17 To 31-Dec-2015	92.6%	95.2% by June 2017	G	A	The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 31-Jan-2017	41.8%	Contextual			Figures to the end of January show that the average take-up in the intervention area has increased from 35.6% in June to 41.8%.
Economic Development									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↔	To 31-Dec-2016	78.5%	80.9% to 81.5%	A	A	<p>The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).</p> <p>The 12-month rolling average is 78.5%, which although it has increased slightly from the last quarterly rolling average, is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.0% and the Eastern regional figure of 76.8%.</p> <p>11.8% of employed 16-64 year old Cambridgeshire residents are self-employed and 66.7% are employees.</p> <p>Due to economic uncertainty the target remains challenging.</p>
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↔	Aug 2016	Gap of 6.1 percentage points Most deprived areas (Top 10%) = 11.0% Others = 4.9%	Gap of <=6.5 percentage points Most deprived areas (Top 10%) Actual <=11.5%	G	A	<p>The 2016/17 target of <=11.5% is for the most deprived areas (top 10%).</p> <p>Latest figures published by the Department for Work and Pensions show that, in August 2016, 11.0% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits,</p>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>compared with 4.9% of those living elsewhere in Cambridgeshire.</p> <p>The gap of 6.1 percentage points is lower than the last quarter and is currently achieving the target of <=6.5 percentage points.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Additional jobs created	High	↓	To 30-Sep-2015	+6,300 (provisional)	+3,500	G	A	<p>The latest provisional figures from the Business Register and Employment Survey (BRES) show that 6,300 additional jobs were created between September 2014 and September 2015 compared with an increase of 16,200 for the same period in the previous year. This means that the 2015/16 target of +3,500 additional jobs has been achieved.</p> <p>This information has recently been published by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.</p>
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↑	Mar-2017	359,946	Contextual			<p>The Guided Busway carried 359,946 passengers in March, and there have now been over 18.6 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.83 million.</p>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Local bus passenger journeys originating in the authority area	High	↓	2015/16	Approx. 18.5 million	19 million	R	R	<p>There were approximately 18.5 million bus passenger journeys originating in Cambridgeshire in 2015/16, representing a decrease of 400,000 compared with 2014/15.</p> <p>The drop in performance is part of a national trend which the Department of Transport (DfT) have reported as a 2.1% decline in England, outside of London, for 2015/16. There is a chance of growth in the future through the City Deal, but equally these could be offset by cuts through budget reduction. These two changes are unlikely to take effect until 2017/18 so it is unlikely that the 2016/17 target of 19 million bus passenger journeys will be achieved.</p>
Planning applications									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	Mar-2017	100%	100%	G	G	<p>Ten County Matter planning applications have been received and determined on time since April.</p> <p>There were 16 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). All 16 applications were determined on time.</p>
Traffic and Travel									

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015. Overall growth from the 2004-2005 average baseline is 62.5 percent which is better than the Council's target of 46%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	↓	2014/15	Fenland = 81.1% Other excluding Cambridge = 89.4%	Fenland = 86.3%	A	A	Latest figures published by the Department for Transport show that in 2014/15, 81.1% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2013/14, which is disappointing, although, because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant. Excluding Cambridge, the latest figure for the rest of the County is 89.4%. The gap of 8.3 percentage points is only slightly less than the 2012/13 baseline gap of 8.7 percentage points. A large number of schemes have been undertaken across most parishes in Fenland to further promote cycling and walking including new cycle routes, new footways, large maintenance schemes, general improvements and whole town centre redesigns. During 2015/2016 Cambridgeshire was awarded funding from the Government for a project in Wisbech from the Local Sustainable Transport Fund (LSTF). The project included Sustrans undertaking cycling work with schools and the County Council Travel

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>to Work Unit working with employers in Wisbech to encourage more sustainable travel for commuting.</p> <p>In addition to this, the Cycling Projects team regularly work with Fenland District Council and their Transport team to undertake surveys and audits with the Transport Strategy Team helping to determine some of the improvement schemes.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The average journey time per mile during the morning peak on the most congested routes	Low	↓	Sep 2014 to Aug 2015	4 minutes 52 seconds	4 minutes	R	A	<p>At 4.87 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is worse than the previous year's figure of 4.45 minutes.</p> <p>The target for 2016/17 is to reduce this to 4 minutes per mile.</p>

b) Highways & Community Infrastructure

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Archives									
Quarterly	Operating Model Enabler: Exploiting digital solutions and making the best use of data and insight								
	Increase digital access to archive documents by adding new entries to online catalogue	High	↑	To 31-Mar-2017	426,530	417,000	G	G	<p>The figure to the end of March 2017 is 426,530, which means the year-end target of 417,000 has been achieved.</p> <p>Some of the larger contingents to be added recently are the Histon Manorial records, Children in care institutional records, County Council departmental records relating to the children in care function, March Urban District Council building byelaw plans and the Fulbourn Hospital Collection.</p>
Communities									
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Proportion of Fenland and East Cambs residents who participate in sport or active recreation three (or more) times per week. Derived from the Active People Survey	High	↑	2015/16	22.7%	24.2%	A	A	<p>The indicator is measured by a survey undertaken by Sport England. The Council's target is for Fenland and East Cambridgeshire to increase to the 2013/14 county average over 5 years. Applying this principle to Sport England's revised baseline data gives a 5-year target to increase the participation rate in Fenland and East Cambridgeshire (combined) to 26.2%.</p> <p>The 2013/14 figure was 21.3% and the 2014/15 figure improved to 21.9%. The 2015/16 figure has continued the improving trend at 22.7% but is slightly off track.</p>
Library Services									
Quarterly	Operating Model Outcomes: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents & People lead a healthy lifestyle and stay healthy for longer								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Number of visitors to libraries/community hubs - year-to-date	High	↓	To 31-Mar-2017	2,303,593	2.4 million	A	A	Overall there has been a 4% drop in visits to libraries in the past 12 months to 2,303,593. This is due to a variety of factors including: a 406 hours reduction in library opening hours from 15/16 to 16/17; a 9% reduction in library events for children during the same period; a reduced book fund so readers are increasingly not able to find the book they want; and the introduction of a new reservation charge which has led to a 42% drop in reservations, from 219,804 in 15/16 to 128,582 in 16/17
	This indicator does not link clearly to a single Operating Model outcome but makes a key contribution across many of the outcomes as well as the enablers.								
	Number of item loans (including eBook loans) – year-to-date	High	↓	To 31-Mar-2017	2,604,931	Contextual		The previous 12 months has seen a 1% drop in library opening hours as well as a 25.3% drop in the stock fund from £946,985k in 15/16 to £707,000k in 16/17 This change has had a significant impact on the public library service and contributed to a 7% drop in issues overall to 2,604,931 in 16/17 from 2,811,980 in 15/16. Specifically between 15/16 and 16/17 adult issues have dropped by 10% and children's issues have dropped by 4%. This has been further exacerbated by the introduction of fees to reserve items and this had created a drop of 58% in reservations by adult customers over the last year from 146,599 in 15/16 to 61,211 in 16/17	
Road and Footway maintenance									
Yearly	Operating Model Outcomes: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents & People live in a safe environment								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Principal roads where maintenance should be considered	Low	↓	2016/17	2.8%	3%	G	G	Final results indicate that maintenance should be considered on 2.8% of the County's principal road network. This has worsened from the 2015/16 figure of 2% but is better than the Council's 2016/17 target of 3%.
	Classified road condition - narrowing the gap between Fenland and other areas of the County	Low	↑	2016/17	2.68% gap	2% gap	R	R	Provisional figures show that there was a gap of 2.68% between Fenland and other areas of the County during 2016/17. The gap has narrowed slightly (improved) from the 2015/16 level of 2.9%, but it is above (worse than) the target of 2%. Fenland areas have soils which are susceptible to cyclic shrinkage and swelling. This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsidence along roads in affected areas. Additional funding is being directed towards addressing this problem.
	Non-principal roads where maintenance should be considered	Low	↔	2016/17	6%	8%	G	G	Final results indicate that maintenance should be considered on 6% of the County's non-principal road network. This is the same as the figure for 2015/16 and better than the Council's 2016/17 target of 8%.
	Unclassified roads where structural maintenance should be considered	Low	↔	2016/17	33%	Contextual			The survey undertaken in 2015/16 covered 20% of the available network and targeted roads where condition was known to be deteriorating in order to identify those roads where maintenance may best be directed. However, this has had the effect of making the indicator for unclassified roads appear to worsen from 27% to 33%. Provisional figures suggest the condition has remained at 33% which strengthens the argument that in reality, the condition of unclassified roads is generally stable.

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Road Safety									
Monthly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	↓	To 31-Dec-2016	342	<276	R	R	<p>The provisional 12 month total to the end of December is 342, compared with a 2016 year-end target of no more than 276, and the 2016 target will not be achieved.</p> <p>This year, police forces across the country have been introducing a new national Collision Recording and Sharing System (CRASH), which was implemented for Cambridgeshire in April.</p> <p>We have discussed our increase in reported serious injuries with the Head of Road Safety Statistics at the Department for Transport (DfT), who advised that there have been increases in recorded serious injury statistics across Great Britain by police forces who have adopted CRASH, and that this is likely to be due to better recording of injury type.</p> <p>We are currently working with the police, the Department of Transport (DfT), Highways England and East of England local authorities to understand the impact of the CRASH effect.</p>
	Slight casualties - 12-month rolling total	Low	↓	To 31-Dec-2016	1754	Contextual			There were 1,754 slight injuries on Cambridgeshire's roads during the 12 months ending December 2016 compared with 1,561 for the same period the previous year.
Rogue Traders									

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Quarterly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents. (Annual average)	High	↓	To 31-Mar-2017	£119,457		Contextual	£8,796 was saved as a result of our intervention in five rogue trading incidents during the fourth quarter of 2016/17. The annual average based on available data since April 2014 is £119,457. It is important to note that the amounts recovered do not reflect the success of the intervention. In many cases the loss of a relatively small amount can have significant implications for victims; the impact can only be viewed on a case-by-case basis.	
Street Lighting									
Monthly	Operating Model Outcomes: People live in a safe environment & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Percentage of street lights working	High	↔	To 28-Feb-2017	99.6%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) is 99.6% this month, and remains above the 99% target.
	Energy use by street lights – 12-month rolling total	Low	↑	To 28-Feb-2017	10.0 million Kwh	9.94 million Kwh	G	G	Actual energy use to February is 10.0 Kwh, and is now on target.
	Performance against street light replacement programme	High	↑	At 28-Feb-2017	99.8%	100%	G	G	99.8% of the programme has been completed, representing 55,072 street lights. It is expected that performance will be at 100% by March 2017.
Waste Management									
Monthly	Although this indicator does not link directly to an Operating Model outcome, it has a large financial impact on the Council								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Municipal waste landfilled – 12-month rolling average	Low	↔	To-31-Mar-2017	32.6%		Contextual		During the 12-months ending March 2017, 32.6% of municipal waste was landfilled.

c) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
ETE Operational Indicators									
Monthly	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of Freedom of Information requests answered within 20 days	High	↑	Mar-2017	85%	90%	G	G	20 Freedom of Information requests were received during March 2017. Provisional figures show that 85% (17 out of 20) were responded to on time. 335 Freedom of Information requests have been received since April 2016 and 93.1% of these have been responded to on-time. This compares with 98.2% (out of 335) and 96.2% (out of 316) for the same period last year and the year before.
	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	% of complaints responded to within 10 days	High	↓	Mar-2017	91%	90%	G	G	<p>46 complaints were received in March 2017. 91% of these were responded to within 10 working days.</p> <p>The majority of complaints for Infrastructure Management & Operations were for Highways and 30 out of the 34 received were responded to on time.</p> <p>The majority of complaints received by Strategy & Development were for Passenger Transport and all 12 out of the 12 received were responded to within 10 days.</p> <p>The year-to-date figure is currently 93%.</p>
	Operating Model enabler: Having Councillors and officers who are equipped for the future								
	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided.	Low	↔	To Mar-2017	3.2 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average has reduced slightly at 3.2 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During March the total number of absence days within Economy, Transport & Environment was 112 days based on 544 staff (f.t.e) working within the Service. The breakdown of absence shows that 52 days were short-term sickness and 60 days long-term sickness.</p>

APPOINTMENTS TO PARTNERSHIP LIAISON AND ADVISORY GROUPS AND COUNCIL CHAMPIONS' ROLES

To: Economy and Environment Committee

Meeting Date: 1st June 2017

From: Chief Executive

Electoral division(s): All

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

Purpose: To consider appointments to partnership liaison and advisory groups.

To consider the appointment of Member Champions.

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

- (a) agree to make appointments to the partnership liaison and advisory groups, as detailed in Appendix 1 to this report.
- (b) agree to appoint Member Champions in respect of:
 - Business
 - Cycling
- (c) to consider whether to nominate a Transport and Health Champion and refer a name on to the Health Committee.
- (d) 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 and Environment in consultation with the Chairman of Economy and Environment Committee.

<i>Officer contact:</i>		<i>Member contact:</i>	
Name:	Rob Sanderson	Name:	To be confirmed
Post:	Democratic Services Manager	Chairman:	
Email:	Rob.sanderson@cambridgeshire.gov.uk	Email:	
Tel:	01223 699181	Tel:	

1. BACKGROUND

- 1.1 The Economy and Environment Committee is invited to review its appointments to Partnership Liaison and Advisory Groups as detailed in Appendix 1.
- 1.2 On 9th March 2016, 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 ETE in consultation with spokes. It is proposed that subject to changes being proposed at the Council meeting on 23rd May that approval at “spokes” be changed to “the Chairman of Economy and Environment Committee”.

2. APPOINTMENTS

- 2.1 The outside bodies where appointments are requested to be made by the Committee are set out in **Appendix 1** to this report. It is proposed that the Committee should agree the appointments to these bodies which includes details on their functions, the number of likely meeting a member could be asked to attend and how many appointments are required. The previous appointments are also shown, as well as an indication of who the local Members are, where relevant.

3. BUSINESS CHAMPIONS

- 3.1 This Committee has previously appointed a Member Champion for two of the main areas of the Committee’s remit namely to help champion Cycling and Business in the County.
- 3.2. The Business Champion’s role is to act as a focal point for relationships between the Council and businesses and to provide a useful two way channel of communication. The role carries no decision making responsibilities or any special responsibility allowance.
- 3.3 The Cycling Champion’s role is to promote the positive benefits of cycling and cycling schemes and act as a spokesperson on cycling on behalf of the County Council. Again like the Business Champion the role carries no decision making responsibilities or any special responsibility allowance.

The previous appointments were:

Business – Councillor Shuter
Cycling – Councillor Kavanagh

Should the Committee wish to appoint more than one councillor to one or both roles, there is a precedent from the Health Committee who appointed two Councillors to be Mental Health Champions. The Committee is also asked to consider the appointment of Member Champions for both Business and Cycling.

- 3.4 In the last administration a Transport and Health Champion was appointed to promote joined up working on transport issues between Economy and Environment, Highways and Communities and the Health Committees. The

original appointment was Cllr Schumann who was on both Health and the Economy and Environment Committees. Later when Councillor Schumann was no longer on Health Committee, the appointment was changed to Councillor Jenkins who was on both. There does not appear to be an obvious overlap with the two Committee memberships proposed to be approved at the Council meeting on 23rd May. The Committee is asked to consider whether an appointment should be proposed and passed on to the Health Committee.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

4.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

4.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

5.1 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
Have the resource implications been cleared by Finance?	Not applicable
Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by Finance?	Not applicable
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Not applicable
Have the equality and diversity	Not applicable

implications been cleared by your Service Contact?	
Have any engagement and communication implications been cleared by Communications?	Not applicable
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Not applicable
Have any Public Health implications been cleared by Public Health	Not applicable

Source Documents	Location
Economy and Environment Committee Agenda and Minutes	Room 117 Shire Hall, Cambridge

**CAMBRIDGESHIRE COUNTY COUNCIL
APPOINTMENTS TO PARTNERSHIP LIAISON AND ADVISORY GROUPS – ETE
ECONOMY AND ENVIRONMENT COMMITTEE**

Current Local Members where applicable have been highlighted for reference purposes

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<p>A47 Alliance Steering Group</p> <p>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.</p>	2	1	Previously Councillor I Bates (Con)	<p>Democratic Services Norfolk County Council</p> <p>0344 800 8020</p> <p>information@norfolk.gov.uk</p>
<p>A47 Corridor Feasibility Study: Stakeholder Reference Group Meeting</p> <p>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.</p>	TBC			<p>Nigel Allsopp Highways England</p> <p>Nigel.Allsopp@highwaysengland.co.uk</p>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<p>A428/A421 Alliance</p> <p>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.</p> <ul style="list-style-type: none"> To build a compelling case for improvements to the route to support economic growth, locally and nationally To work with Highways England to develop a comprehensive improvement package and associated investment plan 	2 or as business dictates	3	<p>Previously</p> <ol style="list-style-type: none"> Councillor I Bates (Con) Councillor D Harty (Con) Councillor B Chapman (Ind) <p>ST Neots Members are Cllrs Giles, S Taylor, Wells, Wisson</p>	<p>Nikki Holland Office Manager Jonathan Djanogly MP</p> <p>01480 437840</p> <p>Hollandn@parliament.uk</p>
<p>Anglian (Central) Regional Flood and Coastal Committee</p> <p>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:</p> <ul style="list-style-type: none"> maintaining or improving any watercourses which are designated as main rivers; maintaining or improving any tidal defences; installing and operating flood warning systems; controlling actions by riparian owners and occupiers which might interfere with the free flow of watercourses; supervising Internal Drainage Boards. 	2	2	<p>Previously</p> <ol style="list-style-type: none"> Councillor I Bates (Con) Councillor M Mason (Ind) 	<p>Stephanie North Regional Flood and Coastal Committee Secretariat –Anglian Central</p> <p>AnglianRFCCs@environment-agency.gov.uk</p>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Anglian (Northern) Regional Flood and Coastal Committee 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.	4 – 5	1	Previously Councillor R Butcher (Con)	Abigail.Jackson Regional Flood and Coastal Committee Secretariat – Anglian Northern 020302 55877 07789 271322 abigail.jackson@environment- agency.gov.uk
Barrington Cement Works and Quarry Liaison Group 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	Previously 1. Councillor S Kindersley (LD) 2. Councillor S Van de Ven (LD) unchanged	Ian Southcott UK Community Affairs Manager Cemex 01788 517323 ian.southcott@cemex.com
Barrington Light Railway Sub group 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	Previously 1. Councillor S Kindersley (LD) 2. Councillor S Van de Ven (LD) unchanged	Ian Southcott UK Community Affairs Manager Cemex 01788 517323 ian.southcott@cemex.com

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Cambridge BID Board A five-year initiative set up by Cambridge businesses/organisations to ensure continued investment in Cambridge City Centre	6	1	Previously Councillor M Shuter (Con)	Emma Thornton Head of Tourism and City Centre Management Cambridge City Council 01223 457446 Emma.Thornton@cambridge.gov.uk
Cambridgeshire Consultative Group for the Fletton Brickworks Industry (Whittlesey) 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	Previously Councillor R Butcher (Con) Cllr Connor	Diane Munday Secretary, Forterra 01733 359148 Diane.munday@forterra.co.uk
Cambridgeshire Flood Risk Management Partnership The partnership is required by legislation - namely the Flood and Water Management Act 2010.	4	1	Previously Councillor I Bates (Con)	Sass Pledger – Head of Growth & Economy 01223 728353 Sass.pledger@cambridgeshire.gov.uk
Cambridgeshire Horizons Board 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	Previously Councillor I Bates (Con)	Graham Hughes Executive Director Economy, Transport and Environment 01223 715660 graham.hughes@cambridgeshire.gov.uk

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Cambridgeshire and Peterborough Joint Strategic Planning and Transport Member Group To steer the development of joint strategic planning and transport work across Cambridgeshire & Peterborough, following the abolition of the requirement to produce any form of strategic spatial plan.	4	2	Previously 1. Councillor I Bates (Con) 2. Councillor D Jenkins (LD)	Juliet Richardson Head of Growth and Economy 01223 699868 juliet.richardson@cambridgeshire.gov.uk
Chesterton Station Interchange (Cambridge North) 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	Previously Councillor I Manning (LD) Sits on the boundary of three divisions – Chesterton, Kings Hedges & Waterbeach (Cllrs Manning, Meschini and Bradnam)	Adrian Shepherd Project Manager 01223 728110 Adrian.J.Shepherd@cambridgeshire.gov.uk
Eastern Agri-Tech Programme Delivery Board Oversees the spending of the grant funding to develop the agritech industry in the corridor from Cambridge to Norwich	12	1	Previously Councillor I Bates (Con) Substitute – Councillor M Shuter (Con)	Martin Lutman Agri-Tech Programme Manager Greater Cambridge/Greater Peterborough Enterprise Partnership (LEP) 01480 277180 07715 408281 martin.lutman@gcgp.co.uk

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
East-West Rail Consortium Central Section Member Steering Group	To be agreed	1	Previously Councillor I Bates (Con) Councillor E Cearns (Lib Dem). Substitute	Bob Menzies Service Director for Strategy and Development 01223 715664 Bob.Menzies@cambridgeshire.gov.uk
Ely Southern Bypass Project Board 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	Previously 1. Councillor M Rouse (Con) 2. Councillor M Shuter (Con) Ely Councillors now Bailey and Every	Brian Stinton Team Leader Highway Projects 01223 728330 Brian.stinton@cambridgeshire.gov.uk
England's Economic Heartland Strategic Alliance – Strategic Transport Forum	TBC	2	Previously 1. Councillor S Count (Con) 2. Councillor I Bates (Con)	Graham Hughes Executive Director – Economy, Transport and Environment 01223 715660 graham.hughes@cambridgeshire.gov.uk
Enterprise Zone Steering Group Established to review progress in the delivery of the Enterprise Zone at Alconbury with the developers, both urban and civic.	6	1	Previously Councillor I Bates (Con) Alconbury Weald is in Warboys & the Stukeleys (Cllr Rogers)	Graham Hughes Executive Director – Economy, Transport and Environment 01223 715660 graham.hughes@cambridgeshire.gov.uk

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<p>European Metal Recycling (EMR) Liaison Group (Snailwell)</p> <p>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.</p> <p>Note: It is not likely to have to require to meet unless the Council gets a spate of complaints or EMR wants to make changes to the site. The Local Member attending normally chairs the meeting. Helen Wass, Development Manager Officer County Planning Minerals and Waste attends from the officer side.</p> <p>Helen.Wass@cambridgeshire.gov.uk</p> <p>01223 715522</p>	As and when required. No more than twice a year. See note.	2	<p>Previously</p> <p>1. Councillor J Palmer (Con)</p> <p>2. Councillor J Schumann (Con)</p> <p>Is in Burwell division (Cllr Schumann); next nearest Division is Cllr Hunt's</p>	<p>Peter Vasey Operations Manager EMR Newmarket 111 Fordham Road Snailwell NEWMARKET CB8 7ND</p> <p>01638 720377</p> <p>Peter.Vasey@emrgroup.com</p>
<p>Fenland Association for Community Transport (FACT) Board</p> <p>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</p>	4	1	<p>Previously</p> <p>Councillor M McGuire (Con)</p>	<p>Jo Philpott Fenland Association for Community Transport Ltd</p> <p>01354 661234</p> <p>www.fact-cambs.co.uk</p>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Great Fen Steering Committee Steering Group to oversee and guide the development of the Great Fen Project.	6 approx	1 Observer status	Previously Councillor A Orgee (Con) Current main site in Ramsey & Bury (Cllr Costello)	Kate Carver Great Fen Project Manager 01954 713513 Kate.Carver@wildlifebcn.org
Growth Delivery Joint East Cambridgeshire District Council/Cambridgeshire County Council Member Liaison Group Members & officers from both authorities advising on growth and infrastructure issues for East Cambridgeshire including Section 106 & Community Infrastructure Levy funding.	4 but see note.	3	Previously 1. Councillor I Bates (Con) 2. Councillor J Palmer (Con) 3. Councillor D Brown (Con)	Juliet Richardson Head of Growth and Economy 01223 699868 juliet.richardson@cambridgeshire.gov.uk Note. This group is not currently meeting, but meetings may be resumed when the North Ely Development commences.
Huntingdon Association for Community Transport (HACT) Board 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	Previously Councillor M McGuire (Con)	Jo Philpott Fenland Association for Community Transport Ltd Tel: 01354 661234 www.hact-cambs.co.uk

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Huntingdon BID Board 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	Previously Councillor P Brown (Con)	Sue Bradshaw BID Huntingdon Manager 01480 450250 sue@bidhuntingdon.co.uk or info@bidhuntingdon.co.uk http://www.huntingdonfirst.co.uk/bid-huntingdon/
Huntingdonshire Growth & infrastructure Group 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	Previously one appointment 1. Councillor I Bates (Con) Chair E&E Committee 2. Councillor 3. Councillor	Clara Kerr Planning Services Manager Huntingdonshire District Council clara.kerr@huntingdonshire.gov.uk
Joint East Cambridgeshire District Council and Cambridgeshire County Council Member and Officer Steering Group for Planning and Transport 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	Previously 1. Councillor I Bates (Con) 2. Councillor D Brown (Con) 3. Councillor J Schumann (Con) Councillor M Shuter (Con) to act as substitute for Councillor Bates Note. The East Cambridgeshire District Council membership included Councillors James Palmer and Mike Rouse.	Jack Eagle Lead Transport and Infrastructure Officer 01223 703209 Jack.Eagle@cambridgeshire.gov.uk

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Joint Strategic Transport and Spatial Planning Group Provides co-ordination of spatial planning and integrated transport strategy for Cambridge City and South Cambridgeshire and an oversight of Growth Strategy.	4	3	Previously Councillor I Bates (Con) Councillor J Hipkin (Ind) Councillor D Jenkins (Lib Dem) Cllrs E Cearns (Lib Dem), M Mason (Ind) and L Harford (Con) to act as substitute members	Democratic Services Cambridge City Council PO Box 700 CAMBRIDGE CB1 0JH 01223 457169 Democratic.Services@cambridge.gov.uk
King's Dyke Project Board 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	Previously Councillor J Clark (Con) Whittlesey (Cllrs Boden and Connor)	Brian Stinton Team Leader Highway Projects 01223 728330 Brian.stinton@cambridgeshire.gov.uk
Local Access Forum 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	Previously 1. Councillor A Dent (UKIP) 2. Councillor M Smith (Con)	Philip Clark Community Greenspaces Manager 01223 715686 philip.clark@cambridgeshire.gov.uk
Natural Cambridgeshire 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	Previously Councillor M Shuter (Con)	Phil Clark Community Green Spaces Manager 01223 715686 philip.clark@cambridgeshire.gov.uk

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Needingworth Quarry Liaison Group 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	Previously 1. Councillor P Bullen (UKIP) 2. Councillor S Criswell (Con) 3. Councillor K Reynolds (Con) 4. Vacancy Main site Cllrs Criswell & Reynolds; also Cllrs Hudson, Smith and Wotherspoon	Hilton Law Unit Manager – Cambridgeshire Hanson Aggregates hilton.law@hanson.com Direct dial – 01487 849026 07773 313194
Soham Station Project Board			Previously Councillor J Palmer (Con) Councillor M Rouse (Con) Councillor J Schumann (Con) Note. The East Cambridgeshire District Council representatives have been Councillors Ian Bovingdon, Hamish Ross and Carol Sennitt Cllrs Raynes, Hunt and Schumann	Adrian Shepherd Project Manager Public Transport Projects 01223 728110 Adrian.J.Shepherd@cambridgeshire.gov.uk

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
<p>Total Transport Policy Member Steering Group (Formerly Cambridgeshire Future Transport (CFA))</p> <p>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.</p>	2	8	<p>Previously</p> <ol style="list-style-type: none"> 1. Councillor P Ashcroft (UKIP) 2. Councillor A Bailey (Con) 3. Councillor R Butcher (Con) 4. Councillor D Jenkins (LD) 5. Councillor M Mason (Ind) 6. Councillor M McGuire (Con) 7. Councillor S van de Ven (LD) 8. Councillor J Whitehead (Lab) 	<p>Paul Nelson Interim Head of Passenger Transport Services</p> <p>01223 715608</p> <p>paul.nelson@cambridgeshire.gov.uk</p>
<p>Visit Cambridge and Beyond Destination Management Company (DMO) - Board of Directors</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>Governance: It is to be governed by a Board of Directors.</p> <p>Representation: 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	<p>Previously Cllr Shuter (Con)</p>	<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>emma.thornton@cambridge.gov.uk</p>

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Warboys Landfill Site Liaison Group 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	Previously Councillor M Tew (Con) Cllr Rogers (Warboys & the Stukeleys)	Mark Farren Managing Director, Woodford Waste Management Services Ltd 01487 824240 Mark.Farren@woodfordrecycling.co.uk
Waterbeach Waste Management Park Liaison Group 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	Previously Councillor M Leeke (LD) Now Cllr Bradnam	Tim Marks Planning Manager Amey LG Ltd Direct line: 01223 815463 Mobile: 07917 731076 tim.marks@amey.co.uk
Whitemoor Distribution Centre, March (Network Rail) 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	Previously Cllr S Count (Con) Now 2 Member division – Cllrs Count and French	Tony Masciopinto Site Manager Whitemoor Material Handling Depot 01733 559729 Tony.masciopinto@networkrail.co.uk

NAME OF BODY	MEETINGS PER ANNUUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS																					
Wisbech Access Strategy Steering Group 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	Previously 1. Councillor S Hoy (Con) 2. Councillor A Lay (UKIP) Cllrs Tierney and Hoy Other Authority current members include: <table><tr><th>Name</th><th>Organisation</th><th></th></tr><tr><td>Simon King</td><td>FDC</td><td></td></tr><tr><td>Steve Tierney</td><td>FDC</td><td></td></tr><tr><td>David Oliver</td><td>WTC</td><td></td></tr><tr><td>Garry Tibbs</td><td>WTC</td><td></td></tr><tr><td>Richard Blunt</td><td>KLWN</td><td></td></tr><tr><td>Harry Humphrey</td><td>NCC</td><td></td></tr></table>	Name	Organisation		Simon King	FDC		Steve Tierney	FDC		David Oliver	WTC		Garry Tibbs	WTC		Richard Blunt	KLWN		Harry Humphrey	NCC		Jack Eagle Lead Transport & Infrastructure Officer 01223 703269 jack.eagle@cambridgeshire.gov.uk
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			Future meeting dates: <ul style="list-style-type: none">Meeting 7: Thursday 8 June 10AM – 12PM Wisbech BoathouseMeeting 8: 6 July 10AM – 12PM Wisbech BoathouseMeeting 9: 20 July 9:30AM – 12:30PM Wisbech Boathouse																						

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS
Woodhatch Farm Waste Recycling Site Liaison Group (Ellington) 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	Previously 1. Councillor S Bywater (Con) 2. Councillor P Downes (LD) Sits on boundary between Alconbury & Kimbolton (Cllr Gardener) and Brampton & Buckden (Cllr Downes)	Kelly Howe Planning Assistant Mick George Ltd 07824 991151 Kellyh@mickgeorge.co.uk

