

# ECONOMY AND ENVIRONMENT COMMITTEE



**Date: Thursday, 11 July 2019**

**Democratic and Members' Services**  
Fiona McMillan  
Monitoring Officer

**10:00hr**

Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

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

## **AGENDA**

**Open to Public and Press**

- 1. Apologies for absence and declarations of interest**  
*Guidance on declaring interests is available at*  
<http://tinyurl.com/cc-conduct-code>
- 2. Minutes 23rd May 2019 Economy and Environment Committee** **5 - 46**
- 3. Minute Action Log update** **47 - 52**

**Petitions and Public Questions**

### **DECISIONS**

- 4. Highways England Consultation on A428 Black Cat to Caxton** **53 - 76**  
**Gibbet Improvements**
- 5. Wellcome Genome Campus Outline Planning Application** **77 - 82**

<b>6.</b>	<b>Review of Risk Register for Place and Economy</b>	<b>83 - 92</b>
<b>7.</b>	<b>Report withdrawn Internal Advisory Group for the Climate Change Environment Strategy</b>	<b>93 - 98</b>
<b>8.</b>	<b>To establish a Transport Strategy Huntingdonshire Member Steering Group and appoint Members to it</b>	<b>99 - 106</b>
<b>9.</b>	<b>Growing our Green Spaces - Securing the future of the County's Green Spaces</b>	<b>107 - 112</b>
<b>10.</b>	<b>Finance and Performance Report May 2019</b>	<b>113 - 154</b>
<b>11.</b>	<b>Agenda Plan, Training Plan and Appointments to Outside Bodies</b>	<b>155 - 162</b>

**12. Date of Next Meeting**

Subject to Item 11 agreeing to cancel the reserve Committee date on 15th August the next meeting will be on 19th September.

The Economy and Environment Committee comprises the following members:

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

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

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

Clerk Name: Rob Sanderson

Clerk Telephone: 01223 699181

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

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**ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES**

**Date:** Thursday, 23<sup>rd</sup> May 2019

**Time:** 10.00 a.m. to 11.15 a.m.

**Present:** Councillors: D Ambrose Smith H Batchelor, I Bates (Chairman), D Connor, L Harford (substituting for Cllr Fuller), S Hoy (substituting for T Wotherspoon), Cllr N Kavanagh S Tierney and, J Williams

**Apologies:** R Fuller and T Wotherspoon (Vice Chairman)

**230. NOTIFICATION OF APPOINTMENT OF THE CHAIRMAN AND VICE CHAIRMAN**

It was noted that at the Annual Council meeting on 14<sup>th</sup> May, Councillor Bates and Councillor Wotherspoon had been re-appointed respectively as the Chairman and Vice Chairman of the Economy and Environment Committee for the Municipal Year 2019-20.

**231. DECLARATIONS OF INTEREST**

None

**232. MINUTES**

The minutes of the meeting held on 14<sup>th</sup> March 2019 were agreed as a correct record.

**233. MINUTE ACTION LOG**

The following oral update was provided since the agenda publication:

**Minute 105 – Ely Southern Bypass – Cost and additional Funding Requirement**

The above report had now moved from the 28<sup>th</sup> May to the 29<sup>th</sup> July Audit and Accounts Committee.

With the above update, the Minutes Action Log was noted.

**234. PETITIONS AND PUBLIC QUESTIONS**

No public questions were received by the deadline.

One petition titled “Newmarket Road” was received by the deadline with over 400 signatures asking that Cambridgeshire County Council “instruct its officers to maintain holding objections to all developments on or close to Newmarket Road from Elizabeth Way roundabout to the Wadloes/ Barnwell Road roundabout unless the applicant can demonstrate beyond reasonable doubt using transportation and junction modelling that the proposal will neither worsen congestion nor generate any road safety problems”

The Chairman invited Al Hanagan the petition organiser to present the petition, the main points of which are included as **Appendix 1** to these minutes with copies made available to the Committee by the organiser at the meeting. Main points included in the oral presentation included:

- drawing attention to the already worsening air quality / environmental / pollution, congestion and safety issues on Newmarket Road which would only be exacerbated by more development.
- Highlighting that in the current year approval had been given to two new supermarkets and a budget hotel which he believed could not be accommodated within the existing layout of the Road in terms of the traffic congestion that they would generate.
- Suggesting that no planning applications ever appeared to be refused in the area.
- Suggesting that the traffic survey undertaken had been mathematically incorrect and highlighted that the latest hotel was looking to establish guest drop off points on the main road in areas where there were double yellow lines.
- That while sympathetic to the fact that staff were under severe work pressure suggesting that the Transport Assessment Team were currently failing Cambridge in terms of allowing so many additional developments. .
- That current mitigations proposed were inadequate and unenforceable
- Proposing that:
  - A detailed transportation model should be undertaken describing the current situation of Newmarket Road and its junctions
  - That until a developer using the model could demonstrate that traffic from their application would not worsen the current situation, a holding objection should be maintained.
  - That to help with future decision making, an independent road safety engineer should review recent decisions on developments along Newmarket Road to see if best practice had been followed and to look at what had gone wrong and what mitigation measures could be looked at.

Following the presentation the Chairman invited the Committee to ask any questions of clarification. None were raised.

As there was no appropriate report on the agenda, the Chairman informed the lead petitioner that he would receive a formal written response within 10 working days from the date of the meeting. **Action: Andy Preston / Juliet Richardson / Chairman**

## **235. THE CAMBRIDGE CORRIDOR STUDY**

The Cambridgeshire Corridor Study' (CCS) forms part of Network Rail's Continuous Modular Strategic Planning funded 50% by the Department for Transport, with the other 50% split equally between the County Council, the Cambridgeshire and Peterborough Combined Authority (CPCA) and the Greater Cambridge Partnership (GCP) . Its purpose is to forecast housing and economic growth in 2033 and to 2043 and against these projections, consider the rail infrastructure and services needed to provide for the demand of that growth on rail routes into Cambridge to ensure there were no gaps in provision or capacity.

The study looked at services into Cambridge and therefore did not consider the East Coast Main Line, services to Huntingdon and St Neots, or a new station at Alconbury, as these were within Network Rail's East Coast Route area.

The CCS assumed Cambridge South Station and four tracking between Cambridge Station and the Shepreth Branch junction would be in place. It did not specifically consider the infrastructure needed for the East West Rail (EWR) Central Section between Cambridge and the Bedford area, or enhancements needed in the Ely Area, as these were already being worked on separately. It did however assume that the EWR Central Section and the Ely Area Capacity Enhancements projects would enable additional and longer trains to run into the Cambridge area.

The CCS considered two growth scenarios:

- Scenario 1: A baseline growth scenario that was consistent with Treasury Green Book guidance.
- Scenario 2: A higher growth scenario consistent with levels of housing and economic growth seen over the past decade in Greater Cambridge and the surrounding area.

Having looked at the growth assumptions, the CCS then considered:

- the additional train services needed to cater for that growth;
- the infrastructure required for those additional services; and
- the stabling needed to house the additional trains.

The above were all detailed in the report with the CCS concluding with the following recommendations for future development work in priority order:

1. Interim train stabling solutions.
2. Joint workstream:
  - Cambridge Station enhancements.
  - Overall train stabling requirements to 2043.
3. Newmarket Line capacity.

The above required to be integrated with work on Cambridge South, East West Rail and the Ely Area Capacity Enhancements. As Network Rail were planning to produce a Strategic Outline Business Case for the Cambridge Station Enhancements in the next twelve months, the CPCA would ensure that work on the Cambridge Autonomous Metro (CAM) was considered in conjunction with this work.

For the reasons set out in the report officers highlighted that:

- It was critically important that as the CPCA Non-Statutory Spatial Plan and reviews of the City and District Council Local Plans moved forward, a review or update of the CCS was undertaken to ensure that it addressed local and national plans for growth. Further clarity on District Councils growth plans might require even higher growth scenarios than were currently being forecast).
- There was an opportunity for improvements to the East West Rail (EWR) Eastern section - Cambridge to Newmarket Line between Cambridge and Ipswich to be delivered ahead at or at the same time as the EWR Central Section, as a first

stage of Eastern Section works, and as an opportunity to see early commencement of EWR services to Ipswich.

- There was an opportunity for the early commencement of EWR services to Norwich, (although this depended on delivery of the Ely Area Capacity Enhancements and the allocation of new train paths in the Ely area).
- While the identification of improvements to Cambridge station in the CCS was focussed on capacity for trains an equally important issue was the capacity of the platforms and station buildings to cope with future passenger numbers. This needed to be considered in future work. The opportunity to deliver the eastern access to Cambridge Station and potentially more cycle parking on the eastern side of the station should also be explored as part of that work.
- The Cambridge Autonomous Metro (CAM) proposals showed a branch to Mildenhall. If significant development took place at Mildenhall, consideration might be given as to whether a rail extension from Newmarket or the Soham area would be appropriate instead of or complementary to CAM, in the context of an additional four services an hour from Cambridge towards Newmarket in growth Scenario 2.

Questions / issues raised and responses provided included:

- With reference to paragraph 3.5 and the Ipswich Line, while welcoming the proposed doubling of the lines, concern was expressed that the County Council Local Transport Plan had always included reference to local stations at Cherry Hinton and Fulbourn. As there was no reference to them in the current document was it the intention of the Combined Authority to remove these two local stations?
- With reference to the length of time taken to deal with level crossing issues e.g. Foxton and Ely and with very recent announcement of the plan for Marshall to move location and potentially 12,000 more houses to be built on the site, there was a need to consider measures to alleviate traffic crossing the Eastern Line. A suggestion made was that early consideration should be given to providing an underpass and further to this, a question was raised whether such costs had been considered in the cost scenarios currently provided? In reply the high costs being estimated included a high cost assumption to help remedy level crossing issues.
- Why was Liverpool Street Station not mentioned in the current report? **As a result of this query the Chairman asked that the report be passed to Lord Alan Hazelhurst who sat on the West Anglia Task Force to ensure he was aware of the issues. Action Jeremy Smith.** This group and the London Stansted Consortium would pick up issues in relation to London Liverpool Street. Officers explained that there were major constraints regarding expansion in respect of the Tottenham area of the London Liverpool Street line. The current study was for 12 carriage trains to Liverpool Street and an assumption that these could deal with the growth scenarios in the report. This would not make them more frequent, but would deal with capacity issues.
- **There was also a request that the report should also be sent to the appropriate Suffolk councils. Action Jeremy Smith.**
- In reply to a request for details of the timeframe for the Study, it was explained that Network Rail were looking at the next stage later in the financial year or

early next year.

- Asking what the cost of the study would be. At this stage a figure could not be given as Transport was now the responsibility of the Combined Authority and they would look at what was an appropriate figure.
- Why was there no reference to Kings Lynn to Littleport line. This was not referenced as they were being looked at by the Ely Enhancement Study. The County Council was not a funding partner for the study or at a stage to report back to the Committee. Officers could make reference to these queries in their response. **Action: Jeremy Smith**
- With reference to the earlier petition there was a plea to ensure that the Study was undertaken in as timely a manner as possible, as attention had already been drawn to the fast changing situation in Cambridge e.g. the recent Marshall announcement.
- There was no mention of the March to Wisbech line it was explained that the Ely Enhancement Study was looking at trains from the north of the County. The assumption was that trains would be coming from the North. The issue in the current study was whether Cambridge Station could cope.

In summing up the Chairman requested that officers include in their response reference to issues raised regarding the Littleport to Kings Lynn and Wisbech to March lines.

It was resolved unanimously to:

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

## **236. TRANSPORT SCHEME DEVELOPMENT PROGRAMME**

In 2018/19 a budget of £1 million was set aside for transport scheme development as part of the Capital Budget in the Council's Business Plan, with the intention of bringing schemes to the point where they could be submitted for funding and the development costs reclaimed. On 8th February 2018 this Committee approved a list of transport schemes to be developed in 2018/19 and also approved a process for sifting and prioritising transport schemes from 2019/2020 onwards, to be developed and designed ready to be implemented when funding opportunities arise. The previously agreed criteria was set out in Appendix 1. The schemes approved for development using this

budget allocation were detailed in paragraphs 1.2 and 1.3 of the report.

The Committee was reminded that on 6<sup>th</sup> December 2018 it had received a progress update on the projects and after discussion, asked the officers to update the sifting criteria to include safety and air quality and to also review other criteria such as scheme location.

This report updated the Committee on the review of the sifting criteria and set out proposed updated criteria included in Appendix 2 to the report.

The following changes were proposed to the Stage 1 sift in order to produce a long list of schemes:

- to remove the former sift 3, which sifted out schemes in Cambridge City. This would ensure that schemes across the entire County could be considered provided that they did not form part of a wider committed scheme, such as those included in Cambridgeshire and Peterborough Combined Authority, Greater Cambridge Partnership, Highways England or Network Rail programmes.
- to update the former sift 6, so that schemes without a direct impact on congestion, or safety would be removed. With regard to road safety, it was proposed that schemes that addressed existing accident cluster sites would meet this criteria.
- that Stages 2 and 3 of the sifting process remained unchanged. For Stage 2, this involved using the National Productivity Investment Fund (NPIF) congestion criteria to produce a shortlist of schemes. Stage 3 would involve using full NPIF criteria to produce a prioritised list of schemes for Member endorsement, as previously agreed.

Regarding the request that Officers investigate whether Air Quality could be included in the sifting criteria the feasibility had been discussed with Environmental Health colleagues in the District Councils and for the reasons set out in the report was not recommended to be included.

For the next batch of work under this programme, the report proposed to invest a further £60,000 in the development of the A10 / A142 as part of a jointly funded approach with partners and £65,000 to cover the costs of initial data collection, analysis, and scoping to assess traffic and Heavy Goods Vehicle (HGV) movements and patterns in the 'diamond' area between A141, A142, and the A10; and to collect evidence to support the analysis of traffic and HGV movements on the B1040. This would bring the total commitment to £545,000.

The report also proposed that a Member Steering Group should be set up to oversee the HGV Diamond Area work and endorse the outcome and recommendations over the way forward. Due to the size of the area, it was proposed that five County Councillors should be nominated with the ability for Members to nominate their own substitute, should they not be available for particular meetings. The Chairman and terms of reference were to be agreed at the first meeting.

Issues raised in discussion included:

- Concerns raised by several Members regarding air quality not being included in the sifting process as it was such an important issue and there was a need to ensure that new schemes did not have a negative air quality impact. Further to this there was a request for an explanation of paragraph 2.6 of the report and in particular the word 'subjective' which stated that while it might be possible "to include some qualitative assessment of a scheme from Air Quality specialists, ..... this would be a much more subjective exercise than the sifting focussed on congestion and safety elements already included". In reply, the size of the schemes likely to come forward from the Scheme Development work were localised schemes and focussed on particular junctions and hot spots. The consensus from discussions with district officer colleagues was that the size and nature of the schemes would not be conducive to improving air quality, on an individual basis. Large, strategic schemes were more effective for tackling areas of poor air quality. Whilst it would be possible to include a criteria in the sifting process it would be very difficult to monitor any tangible benefit in a quantitative way and therefore very difficult to rule any potential scheme in or out on Air Quality grounds.
- In reply to a question querying a difference between the text and the diagram, it was confirmed that it was not the intention to sift out accident cluster sites.
- One Member queried why there was no mention of the B1049 in the report as this carried large amounts of traffic, citing the time in the rush hour it took to get out of Wilburton.
- Page 52 NPIF Scoring Criteria – why in the column reading 'Management case - early delivery' many of them were referenced to commencing in 2018-19. It was explained that this was at the time of the first sift. The second sift had not yet been carried out. Each time the sift was undertaken, the information would be updated.

In making reference to the Diamond area encompassing 11 County Councillor electoral divisions, the Chairman proposed (seconded by Councillor Harford) that the following five councillors serve as the main representatives on the proposed Group:

- Councillor Steve Criswell
- Councillor Kevin Reynolds
- Councillor Bill Hunt,
- Councillor Tim Wotherspoon
- and himself Councillor Ian Bates.

Before the meeting Councillor Batchelor had raised the possibility of one of the members being Councillor Dupre who had expressed an interest in being nominated for the group, given that she resided in one of the 'diamond villages' as well as having good links with the local parish HGV group. Councillor Dupre's nomination was also supported by Councillor Williams at the meeting as it would also ensure that there was an opposition member on the Group.

Councillor Bates explained that he had responded to Councillor Batchelor by e-mail the previous day but re-iterated at the meeting the reasons for the choice of nominations. Councillor Steve Criswell who had been chairing a group of villages regarding the A1123 for some years now and HGVs on that road went from Huntingdon right through to Councillor Bates and Councillor Hunt's divisions. Before receipt of the request from Councillor Batchelor, the Chairman had already received requests from other Members,

including Councillors Criswell, Hunt, Reynolds and Connor. In reply to a further query regarding why Councillor Wotherspoon had been nominated, this was as he was the Vice Chairman and to ensure that there was South Cambridgeshire representation to cover the diamond area which included Cottenham, Histon and Impington. Councillor Harford highlighted that there was the opportunity for other Members to put themselves forward as substitute Members.

As two members did not agree with all five places going to Conservative members of the Committee, there was a vote on the recommendations.

Following the vote, the recommendations were carried by eight votes to two and it was resolved to:

- a) approve the updated Transport Scheme Development Sifting Criteria.
- b) approve the additional £125,000 in funding allocations identified in section 2.7 of the report.
- c) appoint the following five County Councillors to the HGV Diamond Area Steering Group and agree that appointed Members may nominate their own substitutes:

Councillor Bates  
Councillor Criswell  
Councillor Hunt  
Councillor Reynolds  
Councillor Wotherspoon

## 237. FINANCE AND PERFORMANCE REPORT – OUTTURN 2018-2019

The Committee received the 2018-19 Outturn report for Place and Economy Services (P&E) in order to provide an opportunity to comment on the final outturn position.

The main issues highlighted were:

**Revenue:** At year-end, P&E was underspent by £288K at the bottom line. The Service incurred two significant pressures for Coroners Services and Waste. Several service areas managed to achieve additional income in the last part of the financial year and this allowed the service to fund some pressures within Highways Maintenance Capital from revenue rather than borrowing. The services which underspent (offsetting the Coroners, Waste and borrowing costs) were Traffic Management (-£152K), Street Lighting (-£360K), Parking Enforcement (-£519K), Libraries (-£180k), Concessionary Fares (-£582K), and Highways Development Management (-£651K).

**Capital:** Appendix 6 of the report detailed the in-year variances to profile of the capital schemes. The Capital Programme Variation, (the budgeted level of slippage), was £15m, while the actual level of slippage across all the schemes was £16m.

**Performance:** Of the seven performance indicators at year-end two were red, two amber and three green. The two red were:-



- Local bus passenger journeys originating in the authority area.
- The average journey time per mile during the morning peak on the most congested routes

The two amber were:-

- % of Freedom of Information requests answered within 20 days.
- % of Complaints responded to within 10 days.

The Local Highways Improvement (LHI) Data, the tree data and the vacancy data was all within appendix A of the report.

In discussion the following issues were raised:

- Page 64 Freedom of information requests (FOIs) - with regard to the text reading "Heads of Service are working with colleagues in the information and Records Service to embed a new response process following a business support restructure in late 2018" - a question was raised on whether this involved either recruiting additional staff or new processes. The reply was that it was new processes with a change from dealing with FOI's centrally to them now being dealt with at a local level. While performance had initially dropped as a result of the change, now that the change was embedded, performance had significantly improved.
- Page 69 – In response to a query whether the underspend shown on street lighting would be channelled back into streetlighting, the reply was no, as it had been needed to help the bottom line for Place and Economy and the Council in terms of the overspend in other areas. Councillor Sanderson to be contacted outside of the meeting on any issues he had with regard to street lighting. **Action Graham Hughes / Richard Lumley**
- Page 85 - Cambridge City Work Programme – Cllr Kavanagh requested an update on progress regarding MVAS (Mobile Vehicle Activated signs) in Coleridge Road as it had been over a year since the money had been put aside. **Action: The Executive Director Graham Hughes would speak to him outside of the meeting.**
- Councillor Williams requested a briefing outside of the meeting on the latest position on Busway defects. **Action: Andy Preston to arrange.**
- Page 95 with reference to Fenland Tree Works - Councillor Hoy drew attention on the entry for "Southwell Road reading - "SN to chase Cllr Hoy. Steve e-mailed Cllr Hoy 19/10/18" - clarifying that she had responded to the officers, informing them that it was not her division but Councillor Steve Tierney's. The entry made it look like she had ignored the correspondence. The Executive Director apologised for the wrong data being shown.

Having reviewed and commented on the report it was unanimously resolved to:

note the report.

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

This report reviewed the Committee's agenda and training plans and appointments to outside bodies, internal advisory groups and panels. Attention was drawn to the following:

### **Appendix 1 Agenda Plan:**

This set out the current agenda plan. As there were no reports that had been identified requiring to go to the Reserve meeting in June it was proposed to cancel it.

### **Appendix 2 - Training Plan is for information**

The current Training Programme had been completed. Members were invited to consider whether the Committee has any further training requirements. There were no further suggestions.

### **Appendix 3**

This Appendix provided the full list of outside bodies appointments previously agreed by the Committee, including the current representative (s). The report invited the Committee to re-appoint those listed with the following changes:

- **Huntingdonshire Growth and Infrastructure Group.** The need for a replacement for Councillor Fuller. The Chairman proposed that Councillor Gardener should be his replacement and this was accepted by the Committee without debate.
- **Cambridgeshire Flood Risk Management Partnership** - It was recommended that Councillor Mandy Smith should be formally endorsed to attend as an observer as she was already a Council representative on the Regional Flood and Coastal Committee and had attended in the past partnership meetings for interest purposes.
- **The list included in paragraph 2.1** was those outside organisations currently appointed to which it was proposed could be deleted from making future appointments with the reasons provided.
- With reference to the note against St Neots Master Plan Steering Group on whether it was still required now that the Master Plan had been completed, Councillor Bates orally reported that he had now spoken to Councillor Wells who confirmed there was a need for the Steering Group to continue to meet for the foreseeable future.

### **Appendix 4**

This detailed the internal advisory groups and panels where appointments had previously been agreed by the Committee with the current representative(s) listed. It was proposed that the Committee should agree to reappoint them subject to the deletion of those groups listed in paragraph 2.2 of the report with reasons for their deletion also provided.

Having reviewed the plans and current appointments:

It was resolved unanimously:

- i) to note the agenda plan attached at Appendix 1 to the report and agree to the cancellation of the reserve date in June;
- (ii) to note the training plan attached at Appendix 2 to the report;
- (iii) to agree the appointments to outside bodies as detailed in Appendix 3 of the report (included as appendix 2 to these minutes) and to confirm that the following organisations / groups no longer require appointments to be made and should be deleted:
  - A47 Corridor Feasibility Study: Stakeholder Reference Group
  - Ely Southern Bypass Project Board
  - Enterprise Zone Steering Group
  - European Metal Recycling Liaison Group (Snailwell)
  - Greater Cambridge Partnership Housing Development Agency
  - Growth Delivery Joint East Cambridgeshire District Council/Cambridgeshire County Council Member Liaison Group
  - Joint Strategic Transport and Spatial Planning Group
  - Ouse Washes Strategic Group
  - Woodhatch Farm Waste Recycling Site Liaison Group (Ellington)
  - WREN [Waste Recycling Environmental]
- iv) To appoint Councillor Gardener as a replacement for Councillor Fuller on the Huntingdonshire Growth and Infrastructure Group.
- (v) To agree that Councillor Mandy Smith be appointed as an observer to the Cambridgeshire Flood Risk Management Partnership.
- vi) Agree the appointments to Internal Advisory Groups and Panels as detailed in Appendix 4 of the report 9 included as Appendix 3 to these Minutes) and to confirm that the following advisory groups no longer require appointments to be made and should be deleted:
  - Chesterton Station Interchange (Cambridge North).
  - Joint East Cambridgeshire District Council and Cambridgeshire County Council Member and Officer Steering Group for Planning and Transport.
  - Total Transport Policy Member Steering Group.

**239. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 11<sup>th</sup> JULY 2019**

**Chairman:  
11<sup>th</sup> July 2019**



# Newmarket Road Traffic Causing Severe Harm

# Current Traffic Crisis

- Newmarket Road already severely congested
  - Accepted in CCC's own published documents
  - Already causing severe harm to local economy and residential amenity
  - Gridlock extending back to Football Ground, Elizabeth Way Roundabout, Beehive Roundabout and even Sainsburys
  - Idling Cars causing Air Pollution at Newmarket Road/ Coldhams Lane hotspot
  - Improvements Already Agreed and Funded not being Implemented
  - Developer's Travel Plans not enforced
- Frustrated Road Users
  - Encroaching into bus lanes as shown by volume of fines
  - Blocking Junctions so cars can't exit River Lane or Retail Park when lights green
  - Endangering Cyclists and Pedestrians with Aggressive Driving
    - E.g. Fast moving traffic turning left out of Coldhams Lane without looking at pedestrians crossing from Travelodge to North Side of Road – many near misses

# Transport Assessment Team Failing Cambridge

- Development Applications should be deemed unacceptable or a holding objection maintained until applicant demonstrates that the extra traffic will not worsen the situation
  - The legal requirement of severe harm is already met
  - Applicant's Transport Assessments with ambiguities, errors and without enough information to be confident that further severe harm will be caused are being passed
- We are sympathetic to Transport Department staff under severe workload pressure
  - They don't possess the local knowledge and often the resources available to residents
  - Developers documentation is complex, with assertions without evidence and ambiguities about methodology
  - Developers Exhibit Bullying behaviour
- Mitigations proposed are inadequate and unenforceable
  - E.g. Traffic Obstructions from Taxis and Busses dropping off at Budget Hotels – enforcement is down to police who have better things to do

# Requested Actions

- Commission a detailed transportation model describing accurately the current situation of Newmarket Road and its junctions
  - Cost could be recovered from applicants using model or could be outsourced
- Until a developer demonstrates using this model that traffic from their application will not worsen the current situation a holding objection should be maintained
  - Current empirical and qualitative assertions have not worked
- An independent road safety engineer should review recent decisions on developments along Newmarket Road
  - to see if best practice was followed
  - to learn lessons why mitigations requested were not effective leading to the current severe harm situation
  - to consider further enforcement measures such as cameras outside budget hotels to penalize obstructions
  - as a basis for future decision making



## APPENDIX 2

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

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
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NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>A428/A421 Alliance</b></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"> <li>To build a compelling case for improvements to the route to support economic growth, locally and nationally</li> <li>To work with Highways England to develop a comprehensive improvement package and associated investment plan</li> </ul>	2 or as business dictates	3	<p>Councillor I Bates (Con) Councillor D Wells (Con) Councillor J Wisson (Con)</p> <p>Subs: Councillor D Giles (Ind.) Councillor S Taylor (Ind.)</p>	<p>Nikki Holland Office Manager Jonathan Djanogly MP</p> <p>01480 437840</p> <p><a href="mailto:Hollandn@parliament.uk">Hollandn@parliament.uk</a></p>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>A47 Alliance Steering Group</b></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	Councillor I Bates (Con)	<p>Democratic Services Norfolk County Council</p> <p><b>Chris Walton</b></p> <p><a href="mailto:Chris.walton@norfolk.gov.uk">Chris.walton@norfolk.gov.uk</a></p> <p><b>01603 222620</b></p> <p><a href="mailto:information@norfolk.gov.uk">information@norfolk.gov.uk</a></p>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Anglian (Central) Regional Flood and Coastal Committee</b></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"> <li>• maintaining or improving any watercourses which are designated as main rivers;</li> <li>• maintaining or improving any tidal defences;</li> <li>• installing and operating flood warning systems;</li> <li>• controlling actions by riparian owners and occupiers which might interfere with the free flow of watercourses;</li> <li>• supervising Internal Drainage Boards.</li> </ul>	2	2	Councillor M Smith (Con) Councillor T Wotherspoon (Con)	Stephanie North Regional Flood and Coastal Committee Secretariat –Anglian Central  <a href="mailto:AnglianRFCCs@environment-agency.gov.uk">AnglianRFCCs@environment-agency.gov.uk</a>	Other Public Body representative	Economy and Environment

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

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

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

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



NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Cambridgeshire Horizons Board</b></p> <p>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.</p>	1	1	Councillor I Bates (Con)	<p>Graham Hughes Executive Director: Place &amp; Economy</p> <p>01223 715660</p> <p><a href="mailto:graham.hughes@cambridgeshire.gov.uk">graham.hughes@cambridgeshire.gov.uk</a></p>	Company Director	Economy and Environment
<p><b>Conservators of the River Cam</b></p> <p>The Conservators are the statutory navigation authority for Cambridge between the Mill Pond in Silver Street to Bottisham Lock with lesser responsibilities up-stream to Byron’s Pool.</p>	4	1	<p>Councillor A Bradnam (LD)</p> <p>[Sub – Councillor T Wotherspoon (Con)]</p>	<p>Tom Larnach River Manager Conservators of the River Cam Clayhithe Office, Waterbeach Cambridge, CB25 9JB</p> <p>01223 863785</p> <p><a href="mailto:river.manager@camconservators.org.uk">river.manager@camconservators.org.uk</a></p>	Other Public Body representative	Economy and Environment

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

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<b>East-West Rail Consortium Central Section Member Steering Group</b>	To be agreed	1	Councillor I Bates (Con)  Substitutes: Vacancy Councillor T Wotherspoon (Con)	Andy Preston Assistant Director for Infrastructure and Growth  01223 715664  <a href="mailto:andrew.preston@cambridgeshire.gov.uk">andrew.preston@cambridgeshire.gov.uk</a>	Other Public Body representative	Economy and Environment
<b>England's Economic Heartland Strategic Alliance – Strategic Transport Forum</b>	TBC	2	Councillor I Bates (Con) Councillor S Count (Con)  Substitute: Councillor L Nieto (Con)	Graham Hughes Executive Director: Place & Economy  01223 715660  <a href="mailto:graham.hughes@cambridgeshire.gov.uk">graham.hughes@cambridgeshire.gov.uk</a>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Fenland Association for Community Transport (FACT) Board</b></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	Councillor C Boden (Con)	<p>Steve Shannon Fenland Association for Community Transport Ltd</p> <p>01354 661234</p> <p><a href="http://www.fact-cambs.co.uk">www.fact-cambs.co.uk</a></p>	Member of a Management Board of a "Registered Society" under the Co-operative and Community Benefit Society Act 2014.	Economy and Environment
<p><b>Great Fen Steering Committee</b></p> <p>Steering Group to oversee and guide the development of the Great Fen Project.</p>	6	1 Observer Status	Councillor A Costello (Con)	<p>Kate Carver Great Fen Project Manager</p> <p>01954 713513</p> <p><a href="mailto:Kate.Carver@wildlifebcn.org">Kate.Carver@wildlifebcn.org</a></p>	Other Public Body representative	Economy and Environment

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

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Huntingdon Association for Community Transport (HACT) Board</b></p> <p>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.</p>	4	1	Councillor C Boden (Con)	<p>Steve Shannon Fenland Association for Community Transport Ltd</p> <p>Tel: 01354 661234</p> <p><a href="http://www.hact-cambs.co.uk">www.hact-cambs.co.uk</a></p>	Trustee of a Charity	Economy and Environment
<p><b>Huntingdon BID Board</b></p> <p>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.</p>	10	1	Councillor T Sanderson (Ind)	<p>Sue Wing BID Huntingdon Manager</p> <p>01480 450250</p> <p><a href="mailto:sue@bidhuntingdon.co.uk">sue@bidhuntingdon.co.uk</a> or <a href="mailto:info@bidhuntingdon.co.uk">info@bidhuntingdon.co.uk</a></p> <p><a href="http://www.huntingdonfirst.co.uk/bid-huntingdon/">http://www.huntingdonfirst.co.uk/bid-huntingdon/</a></p>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Huntingdonshire Growth &amp; Infrastructure Group</b></p> <p>Member/ officer &amp; key infrastructure partners group (3 from CCC and 3 HDC) advising on infrastructure and growth issues for Huntingdonshire including Community Infrastructure Levy &amp; Section 106 funding. The Group will also discuss the Huntingdonshire District Council Local Plan.</p>	4	3	<p>Councillor I Bates (Con) Chair E&amp;E Committee <b>New appointment</b> <b>Councillor Gardener</b> Councillor K Reynolds (Con)</p>	<p>Clara Kerr Planning Services Manager Huntingdonshire District Council</p> <p><a href="mailto:clara.kerr@huntingdonshire.gov.uk">clara.kerr@huntingdonshire.gov.uk</a></p>	Other Public Body representative	Economy and Environment
<p><b>London Stansted Corridor Consortium Board</b></p> <p>A group of authorities and organisations in a corridor from London to Cambridge and Peterborough who are lobbying for improved infrastructure and connectivity.</p>	4	1	<p>Councillor I Bates (Con) Sub Cllr Wotherspoon</p>	<p>J McGill Director, London Stansted Cambridge Consortium</p> <p>6th Floor, River Park House 225 High Road London N22 8HQ</p> <p>020 84895282</p> <p><a href="mailto:John.McGill@haringey.gov.uk">John.McGill@haringey.gov.uk</a></p>	Other Public Body representative	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Natural Cambridgeshire</b></p> <p>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.</p>	4	1	Councillor L Nieto (Con)	<p>Phil Clark Community Green Spaces Manager</p> <p>01223 715686</p> <p><a href="mailto:philip.clark@cambridgeshire.gov.uk">philip.clark@cambridgeshire.gov.uk</a></p>	Other Public Body representative	Economy and Environment
<p><b>Needingworth Quarry Liaison Group</b></p> <p>The aim of this group is to develop and maintain lines of communication between the site operator, the County Council &amp; other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</p>	2	4	<p>Councillor S Criswell (Con) Councillor P Hudson (Con) Councillor K Reynolds (Con) Councillor M Smith (Con)</p> <p>Substitute Councillor T Wotherspoon (Con)</p>	<p>Hilton Law Unit Manager – Cambridgeshire Hanson Aggregates</p> <p><a href="mailto:hilton.law@hanson.com">hilton.law@hanson.com</a></p> <p>Direct dial – 01487 849026 07773 313194</p>	Other Public Body representative	Economy and Environment
<p><b>St Neots Master Plan Steering Group</b></p>		1	<p>Councillor I Gardiner (Con)</p> <p>Councillor D Wells (Con) – Substitute</p>	<p>Domenico Cirillo</p> <p><a href="mailto:domenico.cirillo@cambridgeshire.peterborough-ca.gov.uk">domenico.cirillo@cambridgeshire.peterborough-ca.gov.uk</a></p>	Other Public Body representative	Economy and Environment



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

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

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
<p><b>Whitemoor Distribution Centre, March (Network Rail)</b></p> <p>The aim of this group is to develop and maintain lines of communication between the site operator, the County Council &amp; other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</p>	As required	1	Councillor S Count (Con)	Tony Masciopinto Site Manager Whitemoor Material Handling Depot  01733 559729  <a href="mailto:Tony.masciopinto@networkrail.co.uk">Tony.masciopinto@networkrail.co.uk</a>	Other Public Body representative	Economy and Environment

As at 23rd May 2019



## APPENDIX 3

### APPOINTMENTS TO INTERNAL ADVISORY GROUPS AND PANELS

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<p><b>A141 – Huntingdon and St Ives Area Transport Study Steering Group</b></p> <p>The study should consider a range of transport interventions including but not limited to junction improvements along the route, possible realignment of the current bypass and an opportunity to enable new transport modes.</p>	TBC	4 [two cllrs for each study)	<p>Representing the St Ives Area Councillor Criswell (Con) Councillor Fuller (Con)</p> <p>Substitutes:- Councillor Reynolds (Con)</p> <p>Representing Huntingdon Area Councillor Sanderson (Ind.) Councillor Wilson (LD)</p> <p>Substitutes:- Councillor Shellens (LD)</p>	<p>Karen Kitchen Principal Transport and Infrastructure</p> <p><a href="mailto:Karen.Kitchener@cambridgeshire.gov.uk">Karen.Kitchener@cambridgeshire.gov.uk</a></p> <p>01223 715486</p>	Economy and Environment
<p><b>King’s Dyke Project Board</b></p> <p>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.</p>	4	1	Councillor D Connor (Con)	<p>Brian Stinton Team Leader Highway Projects</p> <p>01223 728330</p> <p><a href="mailto:Brian.stinton@cambridgeshire.gov.uk">Brian.stinton@cambridgeshire.gov.uk</a></p>	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<p><b>Local Access Forum</b></p> <p>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.</p>	4	2	<p>Councillor S King (Con) Councillor M Smith (Con)</p>	<p>Philip Clark Community Greenspaces Manager</p> <p>01223 715686</p> <p><a href="mailto:philip.clark@cambridgeshire.gov.uk">philip.clark@cambridgeshire.gov.uk</a></p>	Economy and Environment
<p><b>March Area Transport Study Steering Group</b></p> <p>To assist in the review and development of schemes identified by the March Area Transport Study.</p>	TBC	2	<p>Councillor French (Con) Councillor Gowing (Con)</p> <p>Substitute – Councillor Connor (Con)</p>	<p>Karen Kitchener</p> <p><a href="mailto:Karen.Kitchener@cambridgeshire.gov.uk">Karen.Kitchener@cambridgeshire.gov.uk</a></p> <p>01223 715486</p>	Economy and Environment

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<p><b>Outcome Focused Reviews</b></p> <p>These reviews are an opportunity for the Council to have a deep look at what it does, why it does it, and how it does it.</p> <p>Total Transport</p>			Councillor I Bates (Con)	<p>Owen Garling Transformation Manager</p> <p>01223 699235 07963 775645</p> <p><a href="mailto:owen.garling@cambridgeshire.gov.uk">owen.garling@cambridgeshire.gov.uk</a></p>	Relevant Committee
<p><b>Soham Station Project Board</b></p>		3	<p>Councillor B Hunt (Con) Vacancy (Con) Councillor J Schumann (Con)</p>	To be confirmed	Economy and Environment

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



NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	COMMITTEE TO APPROVE
<p><b>Wisbech Access Strategy Project Board</b></p> <p>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.</p>	6	2	Councillor S Hoy (Con) Councillor S Tierney (Con)	<p>Jack Eagle Lead Transport &amp; Infrastructure Officer</p> <p>01223 703269 <a href="mailto:jack.eagle@cambridgeshire.gov.uk">jack.eagle@cambridgeshire.gov.uk</a></p>	Economy and Environment

As at 23rd May 2019



**Item: 3****ECONOMY AND ENVIRONMENT COMMITTEE****Minutes - Action Log**

This is the updated minutes action log as at 3<sup>rd</sup> July 2019 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

**ACTIONS FROM THE 12<sup>TH</sup> APRIL 2018 COMMITTEE**

<b>MINUTE NO.</b>	<b>REPORT TITLE</b>	<b>ACTION TO BE TAKEN BY</b>	<b>ACTION</b>	<b>COMMENTS</b>	<b>STATUS</b>
105.	<b>ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT</b>	<b>Rob Sanderson Democratic Services / Mairead Claydon Internal Audit</b>	<b>a) To inform Internal Audit of the Committee’s requirement that it should review the costs of the project and what lessons could be learnt and that their conclusions should be shared with this Committee.</b>	The most recent update is that the report is now scheduled to go to the 29 <sup>th</sup> July 2019 meeting of Audit and Accounts Committee.	<b>ACTION ONGOING</b>

**ACTIONS FROM 14<sup>TH</sup> MARCH COMMITTEE MEETING**

	<b>Not Spot Lists</b>	<b>Noelle Godfrey / Jane Sneesby</b>	Officers to prepare a list of SFBB ‘Not Spots’ and timetable for their rectification to be circulated to county councillors and district councillors and their relevant officers.	An update from Communications was sent to all County and District Members on 22 <sup>nd</sup> May.	<b>ACTION COMPLETED</b>
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**ACTIONS FROM 23RD MAY 2019 COMMITTEE MEETING**

<p><b>234.</b></p>	<p><b>PETITION – NEWMARKET ROAD</b></p> <p>Petition with over 400 signatures asking that the County Council “instruct its officers to maintain holding objections to all developments on or close to Newmarket Road from Elizabeth Way roundabout to the Wadloes/ Barnwell Road roundabout unless the applicant can demonstrate beyond reasonable doubt using transportation and junction modelling that the proposal will neither worsen congestion nor generate any road safety problems”</p>	<p><b>Andy Preston / Juliet Richardson / Chairman</b></p>	<p>As there was no appropriate report on the agenda, the Chairman informed the lead petitioner that he would receive a formal written response within 10 working days from the date of the meeting.</p>	<p>A response in the name of the Chairman was sent to the Petition spokesperson on 31st May 2019 and is included at Appendix 1 to this Minute Action Log</p>	<p><b>ACTION COMPLETED</b></p>
<p><b>235.</b></p>	<p><b>THE CAMBRIDGE CORRIDOR STUDY</b></p>	<p><b>Jeremy Smith</b></p>	<p>a) Report be passed to Lord Alan Hazelhurst on the West Anglia Task Force (WATF) and the appropriate Suffolk Councils</p>	<p>The County Council drew WATF/Lord Hazelhurst’s attention to the Cambridge Corridor Study on 05 June</p>	<p><b>COMPLETED</b></p>

			b) Chairman requested that officers include in their response reference to issues raised regarding the Littleport to Kings Lynn and Wisbech to March lines.	Confirmed that commentary on issues as requested by the Chairman was added to the response sent to Department for Transport and funding partners on 06 June.	<b>COMPLETED</b>
<b>237.</b>	<b>FINANCE AND PERFORMANCE REPORT – OUTTURN 2018-2019</b>  <b>A) Street Lighting</b>	<b>Graham Hughes / Richard Lumley</b>	a) Councillor Sanderson to be contacted outside of the meeting on any issues he had with regard to street lighting.	Email sent on 04 June. There was no outcome.	<b>COMPLETED</b>
	<b>B) Mobile Vehicle Activated signs) in Coleridge Road</b>	<b>Graham Hughes</b>	b) Page 85 - Cambridge City Work Programme – Cllr Kavanagh requested an update on progress regarding MVAS (Mobile Vehicle Activated signs) in Coleridge Road as it had been over a year since the money had been put aside.	Graham Hughes confirmed he has spoken with Cllr Kavanagh.	<b>COMPLETED</b>

	c) <b>Bus Defects</b>	<b>Action: Andy Preston</b>	c) Councillor Williams requested a briefing outside of the meeting on the latest position on Busway defects.	The briefing which was arranged was cancelled. This needs to be re-arranged.	<b>ACTION ONGOING</b>
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## APPENDIX 1

### Response to Newmarket Road Petition

Dear Al Hanagan,

Thank you for submitting your petition and views on the Newmarket Road area. As you have presented the petition the response has been sent to you rather than Mr Evans the petition organiser.

With reference to the petition and presentation 'Traffic on Newmarket Road causing severe harm' to Economy and Environment Committee on 23<sup>rd</sup> May 2019, it is recognised that this is a busy part of the Cambridge transport network, with a number of active development frontages as well as some recent change of use applications and live development proposals.

Firstly the transport functions at Cambridgeshire County Council (CCC) must have regard to The National Planning Policy Framework (NPPF). This sets out the requirements of new developments in terms of demonstrating whether or not a development could be brought forward in a sustainable way. Indeed the emphasis of the NPPF is for a *presumption in favour of sustainable development*. The NPPF is also clear that developments should only be prevented or refused on highways grounds if the residual cumulative development impacts on the road network or road safety would be severe.

CCC as Highway Authority is a statutory consultee in the planning process and does not issue planning consents, with the Local Planning Authority (Cambridge City Council in the case of the Newmarket Road / Elizabeth Way area) being the ultimate decision maker on any planning application. It is the duty of the County to respond to the Local Planning Authority as to whether or not the proposals in question satisfy the requirements of the NPPF. It is the Local Planning Authority that will ultimately weigh the balance of consenting a development, or not, considering all material considerations.

CCC considers each application on its own merit, mindful of cumulative development impacts and takes a view accordingly. In line with CCC Transport Assessment Guidance we require developers to consider cumulative impacts. The responses then communicated by CCC are carefully considered and all responses are given adequate resource to ensure they are technically sound and correct.

It should be noted that a number of the recent applications have been on sites that are already allocated as land uses and planning use classes that are considered relatively high trip generators.

CCC cannot recommend an objection to any proposal without first (i) reviewing the specific transport evidence associated with development proposals on an application by application basis, and (ii) clearly identifying a severe cumulative residual impact. The scope of the transport evidence associated with any application is determined through pre-application scoping, and this can include junction assessments where appropriate – the need for junction assessments is informed by likely trip distribution and flows. CCC specifies the evidence requirement based on the proposals to ensure that cumulative development impacts can be adequately understood.

The Greater Cambridge Partnership is also consulted on applications so is mindful of the potential land use changes and the potential implications/opportunities for their schemes. If an unreasonable constraint is identified then the GCP would raise this.

Whilst we appreciate your concerns, CCC cannot issue blanket refusal recommendations within the context of national planning legislation, rather we must continue to review applications on a site by site basis, as statutory consultees, mindful of the potential impacts of development and our remit to mitigate these where the evidence demonstrates severe impact, or to recommend refusal where the proposals demonstrate severe impacts that aren't suitably mitigated.

Your presentation included local concerns about the proposed budget hotel transport evidence and drop off arrangements. Although the CCC Transport Assessment team raised a holding objection based on the evidence initially presented, the developer has subsequently provided additional information to satisfy these concerns. This has included the utilisation of the nationally recognised TRICS database. The CCC Highways Team has reviewed the proposed drop off arrangements, mindful of the potential demand and considers that there is no reasonable basis to object. These positions are reflected in our respective recommendations to the LPA, which indeed set out the recommended mitigation package.

CCC shall continue to work with the LPA to ensure planning submissions are suitably scoped reviewed and shall continue to assess sites in line with our guidance, which ensures that cumulative impacts are appropriately considered.

I hope this explanation helps in understanding the County Council role in determination of applications and the policies, legislation and decision making within which we work.

Yours sincerely,

Ian Bates

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

Chairman

Economy & Environment C'tee

Cambridgeshire County Council

Executive Board Member Greater Cambridgeshire Partnership





**HIGHWAYS ENGLAND CONSULTATION ON A428 BLACK CAT TO CAXTON  
GIBBET IMPROVEMENTS**

**To:** Economy and Environment

**Meeting Date:** 11 July 2019

**From:** Steve Cox, Executive Director, Place and Economy

**Electoral division(s):** Route travels through St Neots East and Gransden, and Papworth and Swavesey  
Implications for traffic in St Neots The Eatons, St Neots Eynesbury, St Neots Priory Park and Little Paxton, Gamlingay, Cambourne, Bar Hill, Hardwick, Histon and Impington, Waterbeach, Fulbourn, Woodditton, Burwell and divisions in Cambridge

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

**Purpose:** To consider the County Council and partner's response to Highways England's consultation

**Recommendation:** Members are asked to:

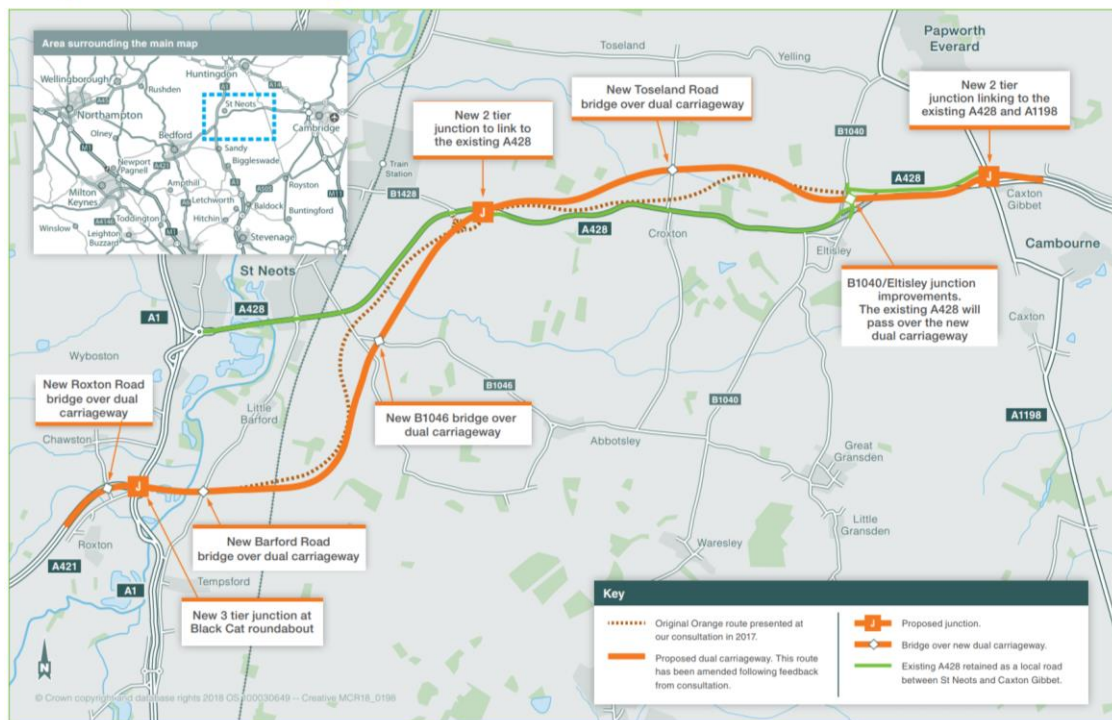
- a) Confirm the Council's support for the delivery of the A428 Black Cat to Caxton Gibbet improvements
- b) Note that the Council is working with the Greater Cambridge Partnership, Huntingdonshire and South Cambridgeshire District Councils, and Cambridge City Council on a joint response to the consultation
- d) Comment on the appended draft response to the consultation
- e) Delegate to Executive Director Place and Economy in consultation with the Chairman of the Economy and Environment Committee, the authority to agree the final joint response with partners.
- e) Support the completion of a Planning Performance Agreement between the Council and Highways England to formalise the Council's engagement on the project in preparation for the Development Consent Order process

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

## 1. BACKGROUND

- 1.1 On 3<sup>rd</sup> June 2019, Highways England launched an eight week consultation (see <https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/>) on their proposals to upgrade the A428 between the A1 at the Black Cat roundabout and the A1198 at the Caxton Gibbet roundabout. The consultation closes on 28 July 2019.
- 1.2 The consultation followed their announcement of the preferred route in February 2019, and provides further detail on the route, its junctions and its environmental impacts.

### The preferred route: Orange



- 1.3 The County Council has consistently championed improvements on this route and the Council's support for a scheme to address the problems on this stretch of the A428 has most recently been formally confirmed in the first review of the Third Cambridgeshire Local Transport Plan which was adopted in 2015, and in the Long Term Transport Strategy that forms part of that plan.
- 1.4 Highways England are planning to make an application for a Development Consent Order (DCO) for the proposals to the Planning Inspectorate in early 2020. This public and stakeholder consultation is a requirement of the DCO process. Highways England will use the results of this consultation to inform the further development of the scheme prior to the submission of the DCO application.

## 2. OFFICER COMMENTARY AND DRAFT RESPONSE TO THE CONSULTATION

- 2.1 It is proposed to submit a joint response to the consultation with the Greater Cambridge Partnership, Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council.

2.2 A working draft of a response to the consultation is appended to this report. As the consultation timescales effectively meant that this report had to be drafted two weeks into the eight week consultation period, officers are requesting delegation to the Executive Director Place and Economy in consultation with the Chairman of the Economy and Environment Committee, the authority to agree the final joint response with partners.

2.3 The draft response provides comments in the following areas:

- Traffic Impacts
- Direct impacts on the transport network managed by Cambridgeshire County Council
- Environmental Impacts
- Construction impacts
- Public Health Impacts
- Cultural Heritage Impacts
- Mitigation and Legacy
- Ongoing work with Highways England through the scheme development and delivery programme

2.4 At this stage of the process, there are many areas where significant additional work is needed to set out the impacts of the proposals in more detail to inform the DCO application, and where there will be significant resource implications for the council and partner councils to address the direct impacts of the scheme on areas that are fall under their statutory responsibility.

2.5 This draft response therefore sets out initial officer commentary on the impacts of the proposals and the areas where further information will be needed to inform the Council and the other Local Authority partner's involvement in and representations to the DCO process.

### **3. NEXT STEPS**

3.1 County Council officers are currently discussing a Planning Performance Agreement (PPA) with Highways England. Huntingdonshire and South Cambridgeshire District Councils are also be seeking PPA's to cover their areas of engagement. These agreements will provide a framework for the management and funding of additional demands on County Council and partner resources as a result of the A428 project, excepting those associated with the Council's statutory duties in relation to the DCO Application. Initial funding has been proposed ahead of this agreement to cover current work on the project. Separate arrangements are being made to cover the council's engagement on archaeology.

3.2 It is the intention as far as is possible to agree County Council requirements for inclusion in the scheme for inclusion in the DCO application, rather than requiring submission of such requirements to the DCO Inquiry for consideration by the Planning Inspectorate.

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

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

The implications for this priority are set out in the appended draft response.

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

The implications for this priority are set out in the appended draft response.

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

There are no significant implications for this priority.

## **5. SIGNIFICANT IMPLICATIONS**

### **5.1 Resource Implications**

The implications for this category are set out in paragraph 3.1, and in the appended draft response in relation to the sections of new road and old trunk road the Council will inherit if the scheme is implemented.

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

There are no significant implications within this category.

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

The implications for this category are set out in paragraphs 71 to 76 of the appended draft response.

## **SOURCE DOCUMENTS**

<b>Source Documents</b>	<b>Location</b>
A428 Black Cat to Caxton Gibbet improvements consultation booklet, maps and Preliminary Environmental Information Report	Room 301, Shire Hall, Cambridge and <a href="https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/">https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/</a>

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



**Appendix A: Draft response to Highways England’s consultation on the A428  
Black Cat to Caxton Gibbet proposals**

**Introduction ..... 2**

**Traffic Impacts..... 3**

    Transport modelling ..... 3

    Impacts on local roads and rat-running traffic through villages ..... 4

    Impacts on St Neots and Little Paxton..... 5

    Impacts on Cambridge, and interaction with the Greater Cambridge Partnership’s transport programme ..... 6

    Impacts on and opportunities from East West Rail..... 6

    Impacts on the SRN, MRN and other A roads ..... 6

    Summary of modelling and traffic concerns ..... 7

**Direct impacts on the transport network managed by Cambridgeshire County Council..... 8**

    Caxton Gibbet area ..... 8

    Eltisley area..... 9

    St Neots area ..... 10

    Strategic provision for Non-Motorised Users..... 10

    Local road and PROW crossings of the new A428 ..... 10

    Standard of new local transport assets and assets be passed to the County Council ..... 10

    Black Cat junction ..... 11

**Environmental impacts..... 11**

    Flood Risk..... 11

    Biodiversity ..... 14

    Air Quality ..... 15

    CO<sub>2</sub> emissions ..... 15

    Noise and vibration..... 15

    Landscaping – Red Line boundary and space for mitigation ..... 15

**Construction impacts..... 15**

    Construction traffic and traffic management..... 15

    Construction impacts on local communities ..... 15

**Public Health impacts ..... 15**

**Cultural Heritage Impacts ..... 16**

    Archaeology ..... 16

    Listed building and monuments ..... 18

**Mitigation and Legacy ..... 18**

**Ongoing work with Highways England through the scheme development and delivery programme ..... 18**

## Introduction

1. This document represents the response of the following Local Authority partners to Highways England's A428 Black Cat to Caxton Gibbet proposals.
  - Greater Cambridge Partnership
  - Cambridge City Council
  - Cambridgeshire County Council
  - Huntingdonshire District Council
  - South Cambridgeshire District Council
2. The response details the key issues identified by the Authorities that need to be addressed by Highways England as it takes the A428 project forward, based on the consideration of information published in the consultation.
3. The Authorities wish to restate their continued support for the proposals in principle. They should, along with other interventions, provide transport capacity to support the significant levels of growth planned in the Greater Cambridge area and beyond.
4. However, we also wish to emphasise the critical importance of the A428 being considered as part of a coherently planned local and regional transport network, that of necessity should interact and integrate with capacity being provided elsewhere. This includes:
  - The East West Rail Central Section between the Bedford area and Cambridge,
  - The Greater Cambridge Partnership's programme in the Cambridge area, and
  - The Cambridgeshire and Peterborough Combined Authority and Greater Cambridge Partnership's Cambridge Autonomous Metro proposals.
5. While this represents a significant opportunity, if there is not integration between these schemes and programmes, the net result of the additional highway capacity that is planned may ultimately be counterproductive, as it feeds additional traffic into areas that cannot cope with it, exacerbating congestion in those areas and negating the nominal benefits of the A428 scheme.
6. We wish to note that at this stage in the process there are many areas where there is further detail required to enable a full assessment of the impacts of the project and any necessary mitigation, and there are of areas where the Authorities will reserve their position, particularly on the mitigation measures that may be needed. We look forward to working with Highways England to consider these issues and to agree as much as possible prior to submission of the application for a Development Consent Order.
7. The following abbreviations are used throughout the response.

The Authorities: The Greater Cambridge Partnership, Cambridgeshire County Council, Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council

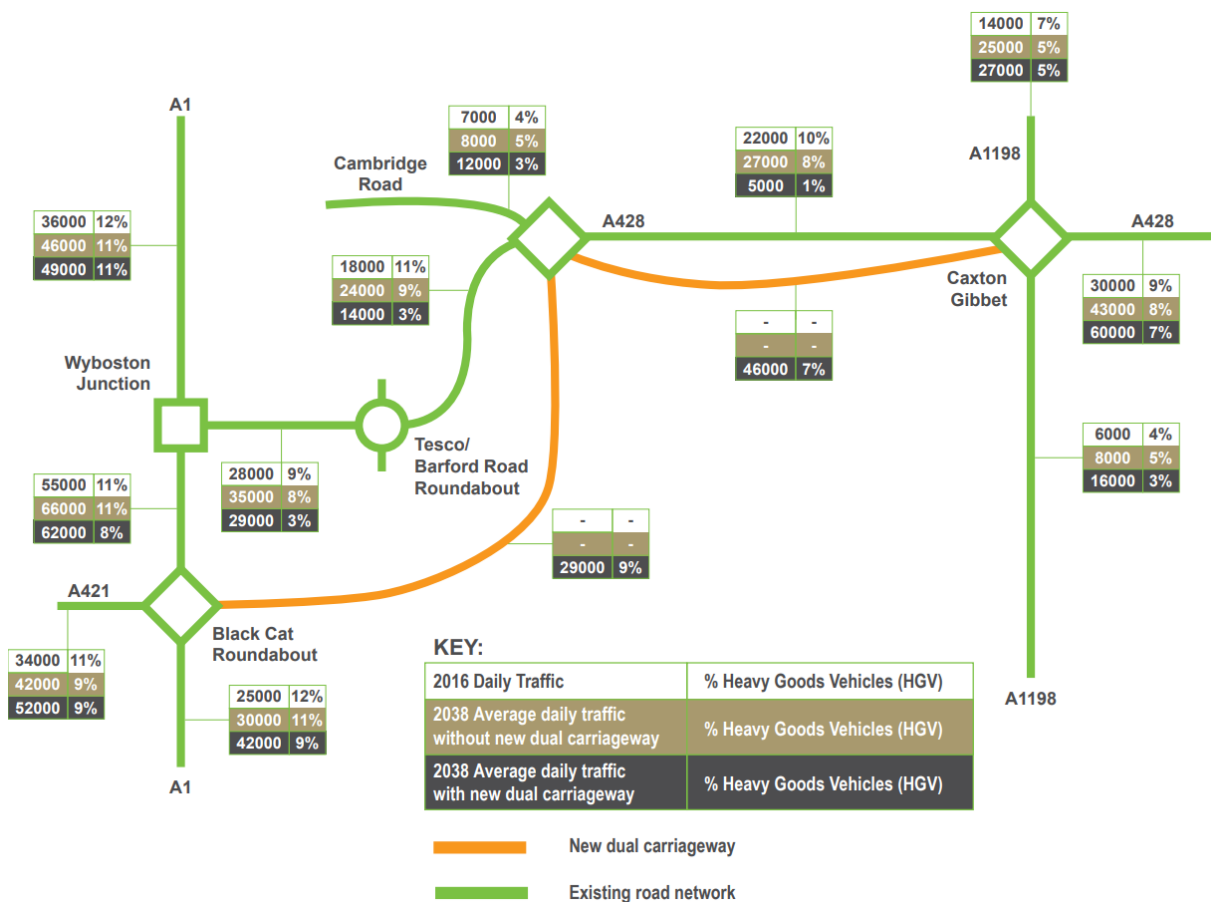
CPCA: Cambridgeshire and Peterborough Combined Authority



DCO:	Development Consent Order
GCP:	Greater Cambridge Partnership
NMU:	Non-Motorised Users
PEIR:	Preliminary Environmental Information Report
PROW:	Public Rights of Way
SRN / MRN:	Strategic Road Network / Main Road Network
SuDS:	Sustainable Drainage Systems
vpd:	Vehicles per Day

### Traffic Impacts

8. The consultation booklet quantifies the impacts of the scheme on the A428 and a small number of directly connected roads as shown in the figure below from page 56 of the consultation booklet.



### Transport modelling

9. We understand that the future traffic figures shown in the diagram above are from initial strategic modelling undertaken some time ago. Scheme modelling using a transport model validated for the detailed assessment of the A428 project had yet to be completed at the time the consultation commenced, and is still ongoing.
10. This modelling will be needed for the DCO submission. It is the detailed consideration of this modelling that will allow the Authorities to assess whether the scheme is

meeting national and local objectives, and whether there are impacts of the scheme or residual issues that the scheme does not address that require mitigation.

11. The following paragraphs set out areas where further information is needed in order for the Authorities to fully assess the schemes transport impacts. This includes
  - Impacts on the local transport network managed by Cambridgeshire County Council,
  - Impacts on communities that network serves, and
  - Impacts on a range of environmental issues associated with traffic, including, noise and air quality.
12. Transport modelling outputs will also inform the assessment of the impact of the scheme on CO<sub>2</sub> emissions and climate change.
13. The diagram under paragraph 9 above shows the current A428 between St Neots and Caxton Gibbet taking 27,000 vehicles per day in 2038 in a 'without scheme' scenario, and the old and new roads taking a combined 51,000 vehicles per day in a 'with scheme' scenario. The material presented does not quantify how this increase in traffic flows is derived, although it does state that a significant amount of traffic will transfer to the new dual carriageway from the existing A428 and other routes. The Authorities wish to understand in detail how much of this increase:
  - Is due to local housing / economic growth?
  - Is due to assumed background growth?
  - Is due to re-routing traffic
    - from strategic longer distance traffic (for example HCV traffic re-routing away from M4, M25 and A12 to the A421, A428 and A14 for trips to Felixstowe and Harwich)?
    - from local A Roads
    - that was previously rat-running on local (B Road or lower) routes?
  - Is due to suppressed demand in Bedford, Central Bedfordshire, Huntingdonshire, South Cambridgeshire and Cambridge?
  - Is abstracted from the local bus network?
  - Might otherwise be catered for by East West Rail?

#### Impacts on local roads and rat-running traffic through villages

14. The proposals have potential to reduce rat-running on local roads, and the text on page 57 of the consultation booklet specifically references the opportunity for traffic to reroute from the A505 and A603. The County Council would note that the A505 (and A10 for some onward trips to Cambridge) while not optimal in terms of route for some journeys, are MRN routes and their difference in route status from the A428 as part of the SRN is largely artificial. Their use should not be characterised as rat-running. Similarly, the A603 is a busy A Road, and its use does not generally constitute rat-running.
15. In both of these cases, the re-routing of traffic from these routes may be beneficial overall, but in terms of concern over rat-running, it is the more local routes between

the B1462 / A603 and the A428, and between the A14 and the A428 that see most rat-running as a result of congestion on the A428. The Authorities would welcome quantification of the impact of the project on traffic flows in the following areas:

- the B1042 and A603 between Sandy and Cambridge
- the B1046 between St Neots and the A603
- in villages in the area between the A428 and the B1042 / A603
- in villages in the area between the A428 and the new A14(M) / new A1307

16. The Authorities will wish to consider the information on traffic flows in these areas with and without the scheme to inform any consideration of mitigation needed in villages affected by the scheme.
17. However, we would note that if the scheme is successful in its stated aims, there should not be a significant need for traffic calming to manage traffic flows in the villages. The Authorities would therefore like to see a 'monitor and manage' approach taken to the traffic impacts of the scheme on villages, with a firm commitment to introduce appropriate and necessary mitigation measures should the scheme fail to deliver expected reductions in traffic levels, or if other problems occur.

#### Impacts on St Neots and Little Paxton

18. Other than the quantification of traffic flows on Cambridge Road, St Neots, and on the old A428, the information presented does not provide any information on how the scheme will impact upon traffic flows in St Neots.
19. The old A428 between Great North Road and Barford Road is shown as taking 29,000 vpd in the 2038 'with scheme' scenario, which is 1,000 vpd more than 2016 traffic flows on the road, and only 6,000 vpd less than the 'without scheme' scenario. For the 'with scheme' scenario, this implies a very significant re-routing of traffic from within St Neots, or a very significant degree of induced traffic, or both.
20. The Authorities would therefore welcome quantification of the impacts of the scheme on traffic flows on the following routes in St Neots:
  - B1041 Mill Lane, Little Paxton
  - B1043 Huntingdon Road north of Priory Hill Road
  - B1428 Cambridge Road at railway bridge
  - B1046 Potton Road at bridge over railway
  - B1043 Barford Road north of its junction with the old A428
  - B1428 Great North Road north of its junction with the old A428
  - Bushmead Road at bridge over A1
  - Duloe Road at A1 bridge
  - B1048 Crosshall Road east of its junction with Great North Road
  - Great North Road south of its junction with A1 slip roads
  - B1428 St Neots Road at the town bridge over the River Great Ouse

### Impacts on Cambridge, and interaction with the Greater Cambridge Partnership's transport programme

21. The presented traffic forecast data presented does not quantify changes in traffic flows from the A428 into Cambridge as a result of the scheme, either on the A1303 Madingley Road, or on other Cambridge radials including the A603 Barton Road, A1309 Hauxton Road, B1049 Histon Road and A1309 Milton Road. It does however show significantly increased levels of traffic on the A428 to the east of the Caxton Gibbet junction.
22. The radial roads into Cambridge and the main road network in the city centre cannot cope with additional peak period traffic, and significant peak spreading is already evident in the city. The transport programme of the Greater Cambridge Partnership is focussed on reducing traffic levels and congestion in Cambridge while at the same time providing new transport capacity to allow for continued economic and housing growth. The Cambridge Autonomous Metro proposals promoted by the Cambridgeshire and Peterborough Combined Authority builds on and enhances the GCP's public transport proposals.
23. It is critically important that the A428 proposals do not simply feed additional traffic into this congested network, but are planned to integrate with the GCP programme, and particularly the Cambourne to Cambridge better public transport project.

### Impacts on and opportunities from East West Rail

24. Is the scheme forecasting looking at scenarios with and without the East West Rail Central Section route options between the Bedford area and Cambridge that are currently under consideration? What is the impact of the scheme on projected patronage on the East West Rail Central Section?

### Impacts on the SRN, MRN and other A roads

25. A further significant issue for the Authorities is understanding how the scheme will impact on SRN and MRN routes beyond the immediate vicinity of the scheme, many of which are already operating at or over their nominal capacity and suffer from significant levels of congestion. In this context, the Authorities wish to understand how the scheme will impact on:
  - the A14 Cambridge Northern Bypass
  - the A14 between Cambridge and Newmarket
  - the A1303 between the A428 and the M11
  - the M11
  - the new A14(M) between Huntingdon and Cambridge
  - the new A1307 (old A14) between Huntingdon and Cambridge
  - the B1042 and A603 between Sandy and Cambridge
  - the A10 between Royston and Cambridge
  - the A1309 north of the M11
  - the A505 between the A1(M) and the A11
  - the A1198 between Huntingdon and Royston

26. The data presented in the figure under paragraph 9 above shows a doubling in traffic on the A1198 to the south of the Caxton Gibbet junction in 2038 from 8,000 vpd in the 'without scheme' scenario to 16,000 vpd in the 'with scheme' scenario. Where is this additional traffic coming from and going to? Will this result in exacerbated levels of congestion at the junction between the A505 and the A1198 north of Royston?
27. The very high traffic flows shown on the A1198 to the north of the Caxton Gibbet junction in 2038 are also a major concern, as this road is not of a standard that will cope with flows of 25,000 or more vpd. In this context we need to understand the impact of the A428 scheme on the A1198 in Godmanchester and around Papworth Everard and whether the figures presented indicate capacity issues on the old A14 (new A1307) between Huntingdon and the new A14(M) at Fenstanton that are leading to the diversion of trips onto the A1198 and A428 that would more appropriately be on the new A14(M)?
28. We would also note that in the 'with scheme' scenario, the current dual carriageway section of the A428 east of Caxton Gibbet is shown to take 60,000 vpd in 2038. These flows are significantly above the nominal design capacity of the route, and presumably do not take into account traffic that will join the route between Caxton Gibbet and Cambridge from Cambourne and the Bourn Airfield development.

#### Summary of modelling and traffic concerns

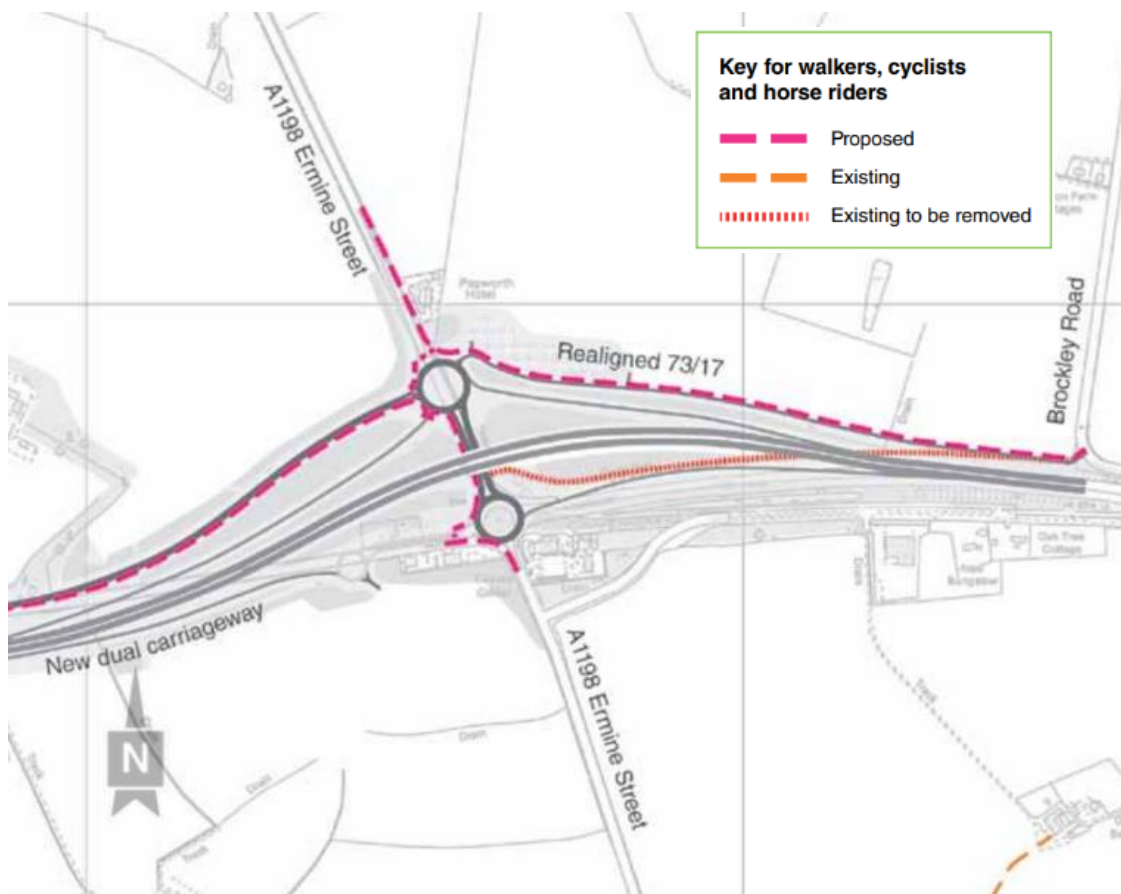
29. The Authorities support the A428 Black Cat to Caxton Gibbet scheme as part of the solution to the provision of new transport capacity to support growth and address the critical housing cost issues in the Greater Cambridge area. However, while we appreciate that modelling of the scheme is ongoing, the information on traffic flows presented in the consultation booklet raise many more questions than answers, and lead to very significant concerns that the local road network may suffer major adverse impacts as a result of the A428 scheme.
30. This in turn leads to concerns that the intervention proposed on the A428 has not yet been robustly considered in terms of the transport patterns that are needed in the Greater Cambridge area, and that are being planned for at a local and national level through the transport programmes of the GCP and CPCA, and by East West Rail. With the levels of growth that are planned, travel patterns need to change if we are to avoid major impacts for users and for the environment, and to provide residents, workers and visitors with reliable and efficient alternative transport options into and within what will otherwise be increasingly congested urban areas.
31. This need does not appear to be reflected in the model outputs that are reported in the consultation booklet. The Authorities do not wish to see a situation where improvements on one part of the SRN / MRN release capacity that then results in additional congestion and delay on other parts of those networks or elsewhere on the local transport network, negating the benefits that are sought from the project.
32. While it is possible that the revised and updated modelling will resolve some of these concerns, the information presented highlights the critical need to see changes in travel behaviour if the local and strategic road networks are not to see increasingly

damaging levels of congestion and delay, to the detriment of users and the environment. The A428 project needs to be framed in this context and should look to feed traffic into the public transport network to ensure that it does not lead to negative impacts elsewhere on the strategic road network, and in Cambridge, St Neots and other settlements served by and impacted by the route.

### **Direct impacts on the transport network managed by Cambridgeshire County Council**

#### Caxton Gibbet area

33. While the consultation material provides details of daily traffic flows on the new A428, old A428 and the A1198 as they approach Caxton Gibbet, a detailed assessment of the proposed junction layout will require detail of all turning movements and a detailed breakdown of traffic flows by time of day. The County Council is not therefore in a position to comment on the appropriateness of the proposed junction arrangements to cater for the traffic flows shown at this time.
34. As noted in paragraph 25 above, we also need to establish the reason for the very significant increase in traffic on the A1198 in the 2038 with and without scheme scenarios.
35. With reference to the traffic information that has been provided, the County Council has significant concerns relating to the provision for pedestrians, cyclists and horse riders at Caxton Gibbet shown on page 43 of the consultation booklet and reproduced below.



36. The 'with scheme' scenario shows the A1198 taking 27,000 vpd to the north of Caxton Gibbet in 2038, compared to 14,000 vpd that used the route in 2016. The proposals show the cycle route from Cambourne to Eltisley crossing this link, and the cycle route south towards Caxton also crosses the two west facing A428 slip roads at grade.
37. To the south of Caxton Gibbet, flows on the A1198 in the 'with scheme' scenario rise from 6,000 vpd in 2016 to 16,000 vpd in 2038.
38. The provision of pedestrian and cycle facilities linking Cambourne with Papworth Everard, Eltisley and Croxton through this area needs to be fundamentally rethought in this context. At grade pedestrian and cycle crossings of high speed routes taking the volumes of traffic on the A1198 noted above are not acceptable. Detail on traffic flows on the slip roads will also need to be considered in detail, as there is an established north south demand from NMU between Caxton and Papworth Everard that needs to be safely provided for.

#### Eltisley area

39. The consultation material does not provide details of residual traffic flows on the B1040 in the Eltisley area so it is not possible at this time to comment in detail on the new local road and junction arrangements shown at this time

### St Neots area

40. The lack of detail provided on traffic flows in the St Neots area other than for the old A428 and Cambridge Road (as noted in paragraphs 19 to 21 above) means that it is not possible at this stage to provide comments in detail on the impacts of the proposals in St Neots.
41. The County Council will require detailed traffic information quantifying all future movements at the proposed Cambridge Road junction with the new A428 in order to assess the appropriateness of the proposed junction arrangements and pedestrian and cycle infrastructure.

### Strategic provision for Non-Motorised Users

42. The County Council wishes to see provision made as part of the A428 scheme for a segregated cycle route between St Neots and Cambourne.

### Local road and PROW crossings of the new A428

43. *Comments awaited on PROW. Note comments on 1km or 5km threshold for cycle trips in health comments below*
44. There is a significant risk that the new road will be a barrier for many walking and cycling trips, or will add significant distance to many trips. In terms of cycle facilities, the Authorities wish to ensure that high quality routes are provided or enhanced between:
  - Papworth Everard and Cambourne
  - Croxton / Eltisley to Cambourne
  - Croxton / Eltisley to Papworth Everard
  - Caxton to Papworth Everard
45. In terms of the new road it will be a barrier for lots of walking and cycling trips. The most important links in this are Papworth to Cambourne and villages south of St Neots into St Neots.

### Standard of new local transport assets and assets to be passed to the County Council

46. The acceptable standard of new assets, or of assets to be transferred to the County Council will of necessity be the subject of detailed consideration through the period up to the DCO submission, and the Council would hope to be in a position by that time to be able to have broad agreement in this area.
47. As a general principle, we will seek to keep new assets or assets transferred to the County Council to a minimum with the following qualifiers:
  - New or transferred assets should comply to relevant design standards
  - New or transferred assets should be capable of safely providing for the demand that is forecast to use it from all user classes / modes of transport.



48. Any existing assets that are not required by the County Council after the date of handover must be decommissioned.

#### Black Cat junction

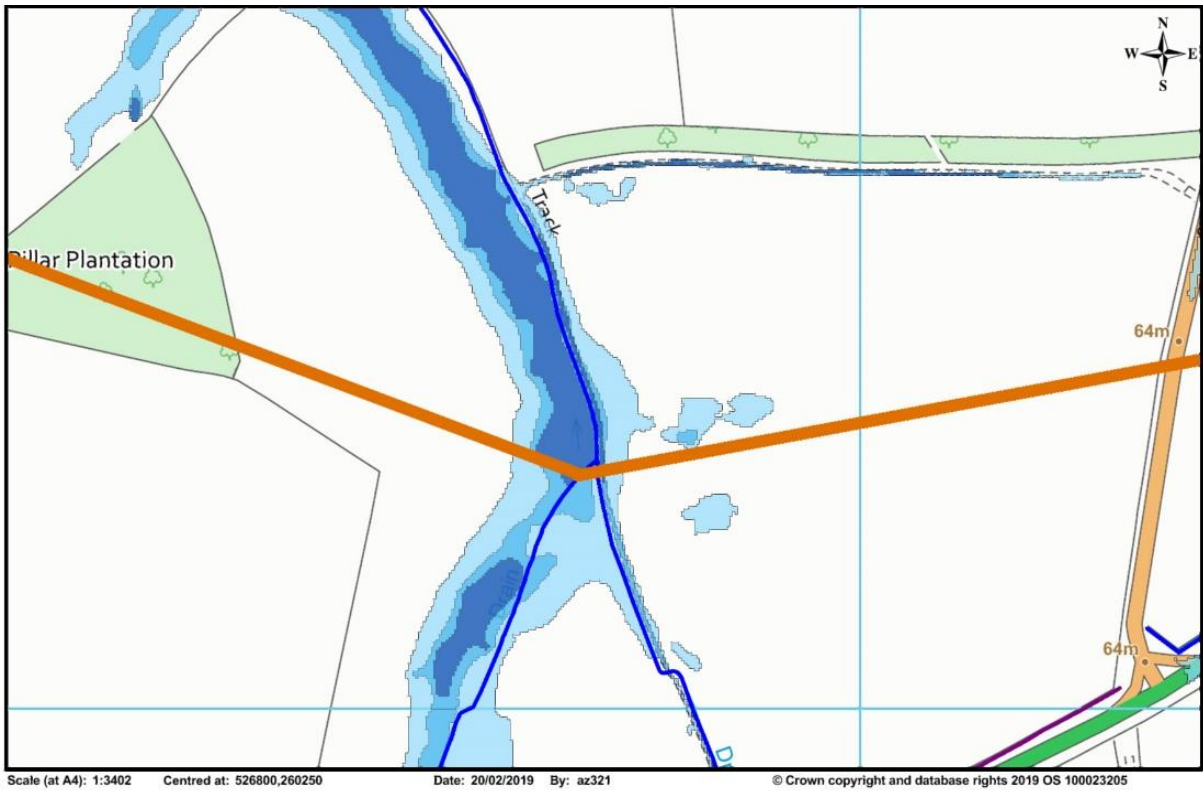
49. *While the Black Cat junction is in Bedford Borough, Cambridgeshire Authorities may want to comment, or to support BBC's comments.*

#### **Environmental impacts**

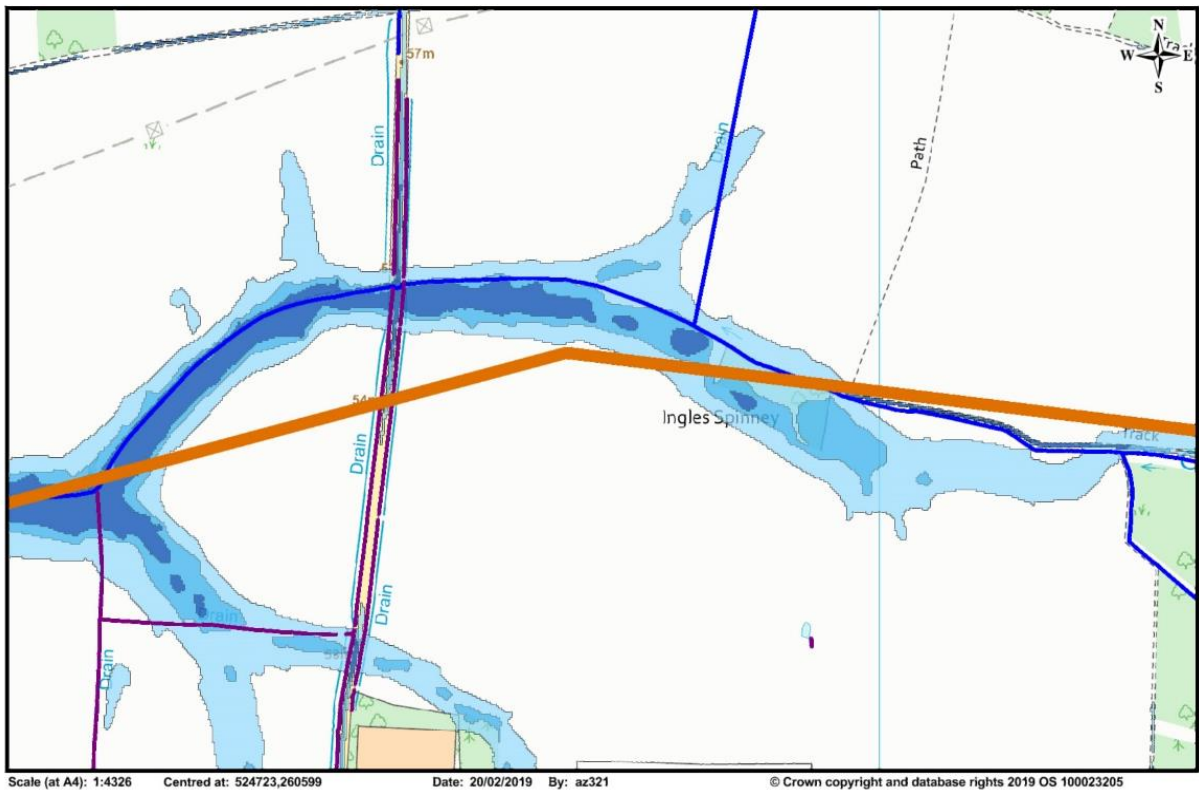
##### Flood Risk

50. After reviewing the potential impact of the A428 Road Upgrade on flood risk and drainage, it is clear that the new road may potentially cross over 20 watercourses and a number of areas at risk to flooding.
51. Whilst we have no objection to the proposed scheme, we would like to highlight the following:
- Any alterations to ordinary watercourses that aren't located within an Internal Drainage Board area will require consent from the Lead Local Flood Authority (LLFA) under the Land Drainage Act 1991.
  - In areas with known existing flood risk, measures should be implemented wherever possible to reduce the risk to existing communities. This could include incorporating Sustainable Drainage Systems (SuDS) into the development.
  - Floodplain compensation may be required on some ordinary watercourses. As outlined in the report, this will need to be agreed with the LLFA and will need to be on a level for level and volume for volume basis.
  - As with other Highways England road schemes, we would expect drainage from the new road to be limited to greenfield runoff rates through the use of SuDS features.
  - The latest climate change allowances will need to be applied to the design of the drainage network for the road.
52. Sections of the proposed road upgrade which are likely to be at particular risk to flooding and drainage are detailed in the maps below.
- Map 1: The new road is to cross an ordinary watercourse (possibly at two points) and an area of High Risk to surface water flooding around 450 metres west of the existing B1040.
  - Map 2: The proposed route may cross Gallow Brook in two places and again an area of High Risk to surface water flooding.
  - Maps 3 and 4: The road is to cross a main drain (blue) and the Hen Brook (red) in St Neots, which are both associated with high surface water flood risk. The road will also cross an area of Flood Zone 3, meaning floodplain compensation will likely be required.

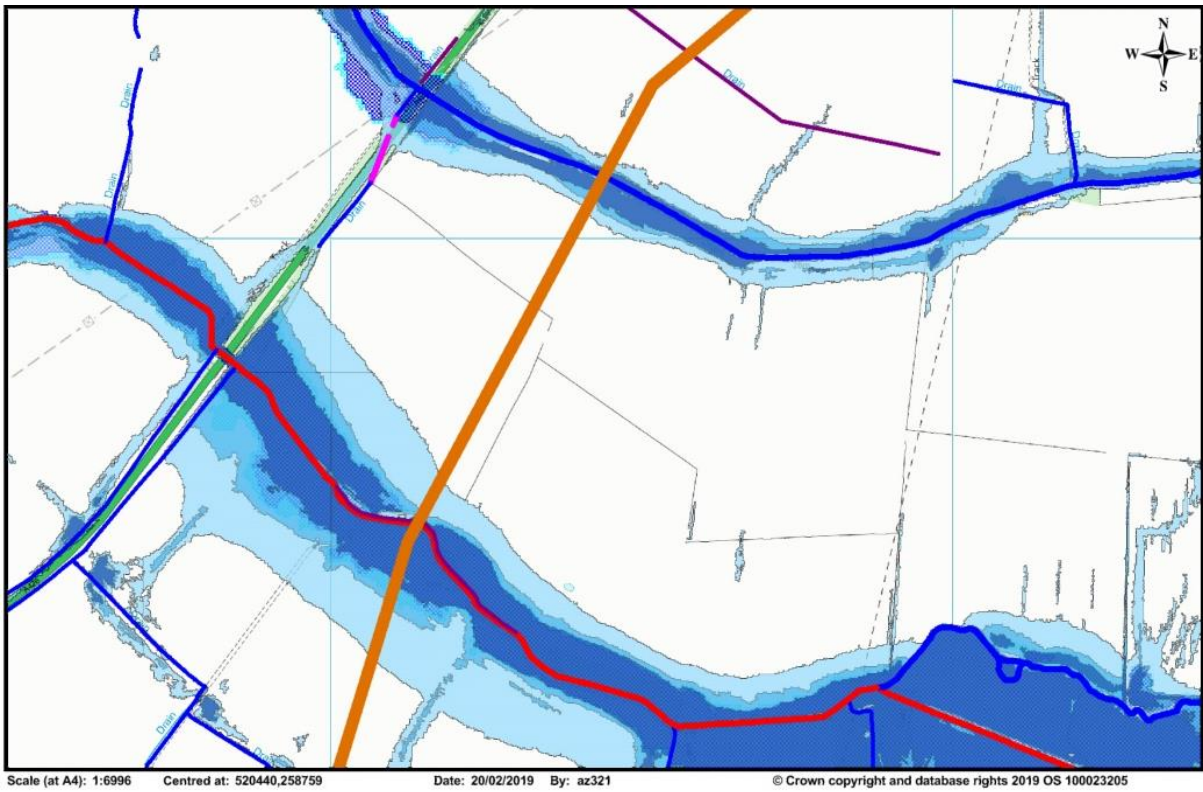
**Map 1: Ordinary Watercourse west of B1040 – areas of surface water flood risk**



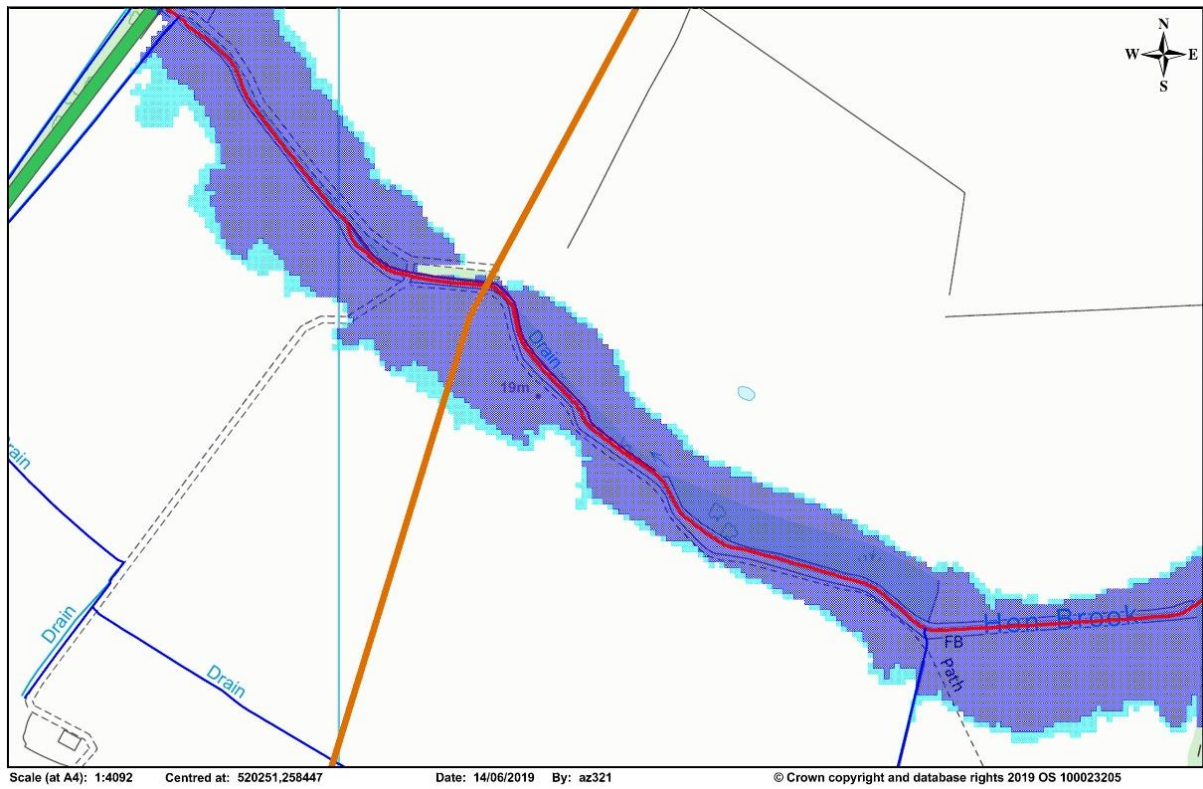
**Map 2: Gallow Brook – areas of surface water flood risk**



**Map 3: Main Drain (blue) and Hen Brook (red) – areas of surface water flood risk**



**Map 4: Hen Brook – areas in Flood Zone 3 (purple)**



## Biodiversity

53. Is it disappointing that Highway's England is only expecting to "maintain existing levels of biodiversity" (consultation booklet, page 63, column 2) as part of the scheme. This conflicts with the National Planning Policy Framework that seeks development to deliver a measurable biodiversity net gain.
54. The A428 scheme should be an exemplar with a commitment by Highways England to achieve significant biodiversity net gain (minimum of 20% utilising a suitable appropriate Biodiversity Net Gain metric). This is particularly important given the cumulative impact of this and other major transport schemes (either in progress or delivery, including the A428 & A14 improvements, East West Rail, and the Greater Cambridge Partnership's Cambourne to Cambridge better public transport scheme) on the fragmentation of the landscape.
55. It is important there is collaboration between this project and others within the area and should fit into the work on Oxford-Cambridge Arc Local Natural Capital Plan, which looks at the growth agenda across the region.
56. The A428 project also provides excellent opportunities to deliver objectives of Cambridgeshire Green Infrastructure Strategy and the Cambridgeshire and Peterborough Habitat Opportunity Map key areas for grassland, wetland and woodland creation across the county (HOM published in March 2019 - contact Cambridgeshire and Peterborough Biodiversity Partnership for details). We welcome the commitment that the "design includes comprehensive landscaping and biodiversity measures that will help to connect habitats on either side of the new dual carriageway and guide animals safely under, over or away from the area is home the road" and expect this to include green bridges at key locations across the scheme, such as Black Cat, River Great Ouse and Eltisley/Croxton.
57. The ecological assessment will need to consider impacts on all statutory designated sites, non-statutory designated sites, protected species, priority species and habitats and Cambridgeshire and Peterborough Additional Species of Interest (see [cpbiodiversity.org.uk](http://cpbiodiversity.org.uk) for S41 & CPASI list for the county). Of particular concern is the impact on Eversden and Wimpole Woods SAC (Barbastelle bats), Croxton Park County Wildlife Site (CWS), River Great Ouse (CWS) and impact on breeding / wintering birds located within close proximity to the route. The mitigation hierarchy must be applied, with the scheme designed to avoid adverse impact. Serious consideration must be given to the cumulative impact of transport schemes and other development (either complete, in progress or in early planning stages) that will result in significant loss of habitat across the county and severe severance of the landscape resulting in reduction in resilience of species to move across the county.
58. Consideration of long-term management of the scheme and any legacy projects must be considered at an early stage to ensure long-term biodiversity mitigation / enhancement will be delivered.

### Air Quality

59. *Commentary to be added.*

### CO<sub>2</sub> emissions

60. The assessment of the impacts of the proposals on CO<sub>2</sub> emissions is of necessity informed by the assessment of changes in vehicle mileage that will occur as a result of the project. The Authorities are therefore not in a position to comment on the impacts of the scheme on climate change at this time, as transport modelling information is required to inform this assessment.

### Noise and vibration

61. *Commentary to be added.*

### Landscaping – Red Line boundary and space for mitigation

62. Experience with the A14 Cambridge to Huntingdon scheme has shown that a tightly drawn red line for the application can leave very little scope for landscaping works in mitigation of the scheme. The Authorities are concerned to ensure that this mistake is not repeated with the A428 Project.

### **Construction impacts**

63. *Commentary to be added.*

### Construction traffic and traffic management

64. Any exceptional movements of traffic during the construction or operation phase must be considered in association with CCC to agree a deterioration of the asset contribution for CCC assets on diversion routes and routes where there is displaced local traffic, as permitted under The Highways Act 1980. To preserve assets and future liabilities to local authority funds, commuted sums or actual works could be considered under agreement. The modelling may give us a clue to the second part of this request.

### Construction impacts on local communities

65. *Commentary to be added.*

### **Public Health impacts**

66. The Preliminary Environmental Information Report Volume 1: Report contains the main detail on the possible impacts on Population and Health. The methodology proposed is consistent with good practice and the topics to be assessed are welcomed, namely:

- Access to healthcare services and other social infrastructure.
- Access to open space and nature.
- Air quality, noise and neighbourhood amenity.

- Accessibility and active travel.
  - Access to work and training.
  - Social cohesion and neighbourhoods.
  - Climate change.
67. The application would benefit from a full health impact assessment as requested at the EIA Scoping Stage which should have formed the basis of the “Population and Health” section of the PEIR.
68. The PEIR should have scoped into the assessment, the risk of suicide during both during the construction and operational phases, and Road Traffic Collisions both during the construction and operational phases.
69. Section 12.3.9 of the PEIR has failed to include the Cambridge University Hospital Foundation Trust (Addenbrooke’s / CUH) in the list of community assets, whilst it may be within the direct vicinity of the A428 Addenbrooke’s is a regional Trauma centre and therefore takes trauma patients from a wide catchment area including the rest of East Anglia, therefore disruption, albeit short term, during construction is likely to have an adverse effect on visitors to the hospital and emergency services.
70. As requested at the EIA scoping stage the applicant should have considered if the assessment of “impacts on any feeder PROWs between destinations, within 1km of the DCO site boundary” is appropriate considering that it is recommended to include walking and cycling as part of active travel to work and therefore distances travelled by NMU greater than 1km are not unusual, therefore consideration should be given to extend the boundary to 5km, or consideration given to identifying relevant employment and leisure destination within 5 km of the DCO boundary.
71. The human health section (12.3.28 – 12.3.29) has taken a narrow baseline on which to base any potential positive or adverse effects on health. The Cambridgeshire Transport and Health Joint Strategic Needs Assessment contains a wider group of domains which could have been used to provide a more detailed baseline of the health of the local population likely to be affected by the A428 upgrade.

### **Cultural Heritage Impacts**

#### Archaeology

72. Highways England’s non-technical summary of the Preliminary Environmental Information Report (PEIR) briefly indicates in Existing Conditions (baseline data) on page 9 that below ground and built aspects of the historic environment exist within historic landscapes. It also mentions, with some ambiguity, that archaeological excavations will occur in some locations “to identify the extent and survival of remains”.
73. It is unclear if these excavations are to assist with the evaluation of the route or as part of a mitigation strategy as the language is vague. If the latter is intended, then the objectives of these excavations should acknowledge the need to conserve the significance of the archaeological resource in detailed investigation programme that

will include significant large scale excavations, public engagement, research, analysis, publication and presentation in a variety of formats. The wording of this phrase, however, suggests an aim to evaluate the scheme rather than to describe the intention to provide a coherent, effective mitigation strategy that will enable the change to the historic environment to be suitably managed.

74. The scale of the impact on the extensive archaeological resource is not mentioned and this might provoke negative comments from the public at large, particularly from local people who may be knowledgeable about their local archaeology and history. While this construction impact can be appropriately mitigated, as recently evinced by the A14 archaeology programme, it would benefit the A428 team to acknowledge the scale of impact and considerable time that will be needed in advance of the construction programme to conduct the necessary excavations. Instead, “Other forms of mitigation are currently being considered....” that include landscape screening of the road to preserve the landscape settings of historic buildings without acknowledging that such mitigation will have an archaeological impact.
75. Overall, more emphasis has been given to indicating what could be done to protect the built heritage and historic landscape setting rather than to setting out the positive measures that can be designed to ensure that the extensive, non-designated archaeological settlement and funerary remains that will be negatively impacted by the scheme will be suitably preserved for posterity in a coherent, imaginative archaeological mitigation design and legacy programme.
76. The summary headlines given in the table on page 22 wholly ignores the impact in the scheme on the known extensive archaeological resource in the Construction column and it is too soon to properly predict what may follow from the evaluation and excavation to determine whether or not management of an archaeological resource might be required in the future. We object to the highlighted statement below.
77. The Cultural Heritage section (Chapter 6) of the PEIR outlines work done and currently being undertaken to acquire a baseline of known historic environment evidence, including archaeological and built environment assets mostly non-designated, historic landscapes and Conservation Areas, and some registered Parks and Gardens and Listed Buildings. Twelve scheduled monuments are also described.
78. A large part of the cultural heritage resource include non-designated remains and the severity of the construction impacts have been ranked according to the strictures of the Design Manual for Roads and Bridges. No mitigation design is yet available – it is too soon for this to be formulated.
79. Paragraph 6.4.27 describes operational effects on the recorded or unrecorded archaeological resource as not being envisaged. It is an unqualified statement that could have been improved by saying why this might be the case, for example:
  - because large landscape scale excavations will be needed to mitigate construction impacts, or
  - to refer to this aspect covered in 6.5.3, under Standard Mitigation Measures.

80. Currently lacking is a high level commitment to a public engagement strategy for archaeology during the course of construction and what plans might be in formulation to display the archaeological evidence and curate a publically accessible archaeological archive.
81. County Council officers have been working in partnership with colleagues from Central Bedfordshire and Bedford Borough Council Historic Environment Teams and constructively with AECOM and Highways England to consider how best to design and conduct an archaeological mitigation strategy for this scheme that provides value for money, is fit for purpose and is innovative and engaging for local residents who will be affected during the development of the scheme.
82. This work is ongoing, but is not well reflected by the PEIR.

#### Listed building and monuments

83. *Commentary to be added from districts.*

#### **Mitigation and Legacy**

84. The Authorities would welcome the establishment of a Legacy Fund by Highways England to allow issues that emerge after the DCO process to be addressed by Highways England in discussion with the Authorities and local communities impacted by the scheme and the construction activities.

#### **Ongoing work with Highways England through the scheme development and delivery programme**

85. The Authorities look forward to working with Highways England to answer the questions raised above and ensure that the applications for a Development Consent Order addresses local concerns and can be supported by the Authorities in detail as well as in principle.
86. We very much welcome the commitment by Highways England to enter into a Planning Performance Agreement with Cambridgeshire County Council, and wish to see the same commitment to a PPA between Highways England and Huntingdonshire and South Cambridgeshire District Councils.



**WELLCOME GENOME CAMPUS OUTLINE PLANNING APPLICATION**

**To:** Economy and Environment Committee

**Meeting Date:** 11 July 2019

**From:** Steve Cox, Executive Director (Place and Economy)

**Electoral division(s):** Duxford

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

**Purpose:** The purpose of this report is to update the Committee on progress and changes to the Council's position in relation to;

- (i) Primary education mitigation
- (ii) Transport assessment consideration

**In respect to the outline planning application for mixed use development at the Wellcome Genome Campus.**

**Recommendation:** The Committee is requested to approve the Council's revised education response as set out in section 2 to this report. This amendment to the previous recommendation is to seek land and a financial contribution for up to 2 forms of entry for primary education.

<b>Officer contact:</b>		<b>Member contacts:</b>	
Name:	Juliet Richardson	Names:	Councillors Bates and Wotherspoon
Post:	Business Manager Growth & Development	Post:	Chair/Vice-Chair
Email:	Juliet.richardson@cambridgeshire.gov.uk	Email:	<a href="mailto:lan.bates@cambridgeshire.gov.uk">lan.bates@cambridgeshire.gov.uk</a> <a href="mailto:timothy.wotherspoon@cambridgeshire.gov.uk">timothy.wotherspoon@cambridgeshire.gov.uk</a>
Tel:	01223 699868	Tel:	01223 706398

## 1. BACKGROUND

### Economy and Environment Committee 14 March 2019

- 1.1 The Economy and Environment Committee received a report at its meeting of 14 March 2019 at which it approved the County Council's response to the Genome Campus planning application.
- 1.2 The relevant report (Item 9) and committee minutes (minute 225) can be accessed through this [link](#).
- 1.3 In respect to education matters the key issues considered by the Committee were:
  - The Council recognised that the general multipliers would not produce the most likely forecasts for this development and therefore it had been agreed to draw a comparison with the Eddington site at North West Cambridge.
  - Regarding early years provision as there were limited spaces at existing providers, the Council supported the proposal to provide early years facilities on the site.
  - The pupil yield was unlikely to be sufficient to justify the provision of an on-site primary school but the impact of the development on existing schools would require mitigation as detailed in the report.
  - The County Council supported the view that there was no need for a new secondary school on site. However, proportionate contributions towards a one form of entry expansion to Sawston Village College was required to mitigate the impact of this development.
- 1.4 The education service has received amended data from the research team and re-assessed the requirements for primary school mitigation having considered the potential pupil forecast arising from the development. Since an agreed dwelling and tenure mix has yet to be agreed with the applicant this re-evaluation of the options for mitigating the impact is necessary to ensure that all scenarios can be accommodated.
- 1.5 Regarding transport, the Committee approved a holding objection on the grounds there were a number of issues identified primarily concerning the development mix, trip generation, internalisation of trips, accident data and mode share as well as a number of outstanding issues concerning the site strategy, off-site improvements and parameter plans which required to be addressed.

## 2. MAIN ISSUES

### Primary Education

- 2.1 An outline planning application has been submitted to South Cambridgeshire District Council for further development of the Genome Campus, Hinxton which includes the construction of up to 1,500 dwellings. Normally the starting point for assessing the primary education provision required on the site would be to use the top end of the County Council's general multiplier (40 children aged 4-10 per 100 dwellings). However, there are unique aspects to this development that require an alternative approach hence the Research Team has provided advice on an alternative method of forecasting.

- 2.2 The planning application refers to a very specific set of circumstances regarding tenure and housing mix, designed to meet the on-going needs of workers on the Genome Campus. This also includes (at application stage) no plans for affordable housing on the site.
- Housing mix – studio/one bedroom properties at a higher ratio than other developments.
  - Tenure – leased/rented from the site owners (or Management Company) or privately owned but restrictions on re-sale.
- 2.3 The Eddington site in north-west Cambridge has been identified as the closest comparable development in terms of pupil numbers. At the early stage of that development (particularly the housing for University ‘key workers’), there were relatively low numbers of children compared to what would have been expected given the Council’s general multiplier. This provides a justification in the case of the Genome Campus for not using the 40 children aged 4-10 per 100 dwellings.
- 2.4 For reference, if the standard multiplier (30-40 primary aged children per 100 dwellings) were applied, we would expect between 450-600 primary school pupils aged 4-10 (approximately 2 to 3 forms of entry (FE)).
- 2.5 There is an inherent uncertainty in producing a single alternative forecast due to the wide range of possibilities for the housing mix on the site which will not be determined until later reserved matters stages. Therefore to ensure that adequate mitigation is planned for at an early stage a number of scenarios have been considered:
- Scenario one: Assumes that the maximum possible studio and one bed properties are built (and no four bed). This will yield 143 primary aged children (20 children per year group or 0.7FE). This is a similar figure to the lower range quoted by the developer.
  - Scenario two: Assumes a mid-range number of dwellings are completed for each type. This will yield approximately 280 primary age children (40 per year group or 1.3FE). Again a figure similar to the top end of the range quoted by the developer
  - Scenario three: Assumes the maximum number of 3 and 4 bedroom dwellings are built (within the ranges quoted). This yields, 413 children (60 per year group or 2FE). This is a new scenario not previously considered by the developer.
- 2.6 The range quoted by the developer reflects the low to middle of the possible outcomes (Scenario 1 and 2) and there is a possible scenario that produces higher numbers (Scenario 3). Planning assumptions therefore should focus on managing 1.3FE with a contingency to support a further 0.7FE if required.
- 2.7 In terms of mitigation in order to meet the demand for places arising from this combination of scenarios the Council is no longer seeking off-site contributions to increased capacity at Duxford. With this option the maximum additional capacity that could be created is 0.8FE which would only allow the Council to mitigate Scenario 1. It is now proposed to secure up to 2FE of capacity on a site provided within the Genome Campus. This would require the section 106 agreement to secure the provision of 2.3ha together with financial contributions.

## Transport

- 2.8 Following submission of the County Council's transport response to the planning application (a 'holding objection' given matters outstanding on the transport evidence) The County Council Transport Assessment and Highways teams have been involved in ongoing discussions with the Wellcome Trust and its agents 'Vectos'.
- 2.9 Discussions have concerned the Transport Assessment, its associated impact assessment and proposed mitigation. Whilst good progress has been made in addressing some of the issues, there are matters outstanding, and work on the impact assessment is ongoing.
- The applicant's future year 'Paramics' impact model is under review
  - The applicant has submitted its junction proposals for safety audit review
  - CCC has commenced its review of signal models (Linsig) of the proposed signalised junction proposals
  - Without prejudice to the ongoing impact assessment, draft Heads of Terms have been prepared
- 2.10 It should be noted that the application is in a sensitive area from a transport perspective, with the A505 and M11 already facing capacity problems. Given the existing issues and growth pressures, the Combined Authority is about to commission a Strategic A505 Study to consider this area, its transport and growth context, and potential solutions. The study will take around 1 year to complete.
- 2.11 Furthermore, in December 2018 the Greater Cambridge Partnership published the Whittlesford Stage 2 Report, which contains a shortlist of potential transport infrastructure projects within the study area.
- 2.12 There are other major development proposals in the area (i) the Hinxton Agri-Tech site: 112,000sqm employment, presently the subject of a planning appeal, which the Local Planning Authority is defending on spatial planning grounds and (ii) the North Uttlesford Garden Village: a draft allocation in the proposed Uttlesford Local Plan for up to 5,000 dwellings at Great Chesterford.

### Transport Notes on the application

- 2.13 **Access Not Included:** It is important to note that the application is for all matters reserved and therefore access is not included in the assessment. The developer has proposed access off the A1301 however the ultimate access detail will need to be approved prior to construction, enforced by condition.
- 2.14 **Crossing the A1301:** The proposed development is on the opposite side of the A1301 to the Genome Campus. This will require pedestrians to cross the road to enable campus interaction. The developer has suggested an at-grade signalised crossing solution combined with some traffic calming measures and speed reductions. These have been subject to a stage 1 Road Safety Audit, which did not identify any significant hazards. However, in order to bring such a crossing forward the additional works and traffic calming along the A1301 would need to be secured by Traffic Regulation Order prior to any Reserved Matters Decision.

- 2.15 **Disparity with Hinxton Appeal Package:** It should be noted that the Wellcome Trust's proposal to address impacts at the A505 McDonald's Roundabout differs from the solution proposed by Hinxton Agri-Tech. The Wellcome Trust propose a signalised solution. In the event that both developments are consented the County will take a view as to which solution is preferred (Hinxton, Wellcome or A505 Study recommendation) and take an equivalent financial contribution as required.
- 2.16 **A Flexible Approach:** Numerous aspects of the Heads of Terms will require flexibility so that mitigation could shift from the direct delivery of defined works (that successfully deal with the development's impacts) to a financial contribution to other strategic works that may go above and beyond this (i.e. the Whittlesford Hub or outcome of the CA Strategic Study).
- 2.17 **Sustainable Movements:** The Genome Campus already boasts a very successful Travel Plan, and the further enhancement of this, combined with a strong focus on internalisation will be key to minimising unsustainable private car use.

### Heads of Terms

- 2.18 The transport holding objection remains until the full technical assessment has included and impacts are fully understood, notwithstanding, initial Heads of Terms have been offered by the developer.

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

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

The application provides a range of measures to promote healthy lives, including sport, play and leisure uses.

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

The development will provide employment opportunities to benefit the local economy for all.

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

The development should provide appropriate mitigation to ensure that the needs of children are met in terms of providing early years, primary and secondary education.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

There are no further significant resource implications at this stage.

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

There are no significant implications within this category.

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

There are no significant implications within this category other than the need to settle the terms of an agreement under S106 of the Town and Country Planning Act 1990 with the developer and the SCDC.

#### 4.4 Equality and Diversity Implications

There are no significant implications within this category at this stage.

#### 4.5 Engagement and Communications Implications

There are no significant implications within this category.

#### 4.6 Localism and Local Member Involvement

There are no significant implications within this category.

#### 4.7 Public Health Implications

There are no significant implications within this category.

<b>Implications</b>	<b>Officer Clearance</b>
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?	N/A
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Joanna Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Andrew Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

<b>Source Documents</b>	<b>Location</b>
South Cambridgeshire District Council planning application reference S/2075/18/OL	South Cambridgeshire District Council planning portal: <a href="#">S/43229/18/OL</a>

**Agenda Item No: 6**

**REVIEW OF RISK REGISTER FOR PLACE AND ECONOMY**

*To:* **Economy & Environment**

*Meeting Date:* **11th July 2019**

*From:* **Steve Cox, Executive Director – Place & Economy**

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

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

*Purpose:* **To provide members with the Risk Register for Place and Economy in order to review.**

*Recommendation:* **To note and comment on the Risk Register**

<b><i>Officer contact:</i></b>	<b><i>Member contacts:</i></b>
Name: Annette Reader	Name: Cllr Ian Bates/Cllr Tim Wotherspoon
Post: EA to Graham Hughes and Steve Cox	Post: Chairman/Vice Chairman, Economy & Environment Committee
Email: <a href="mailto:Annette.reader@cambridgeshire.gov.uk">Annette.reader@cambridgeshire.gov.uk</a>	Email: <a href="mailto:ian.bates@cambridgeshire.gov.uk">ian.bates@cambridgeshire.gov.uk</a> / <a href="mailto:tim.wotherspoon@cambridgeshire.gov.uk">tim.wotherspoon@cambridgeshire.gov.uk</a>
Tel: (01223) 715660	Tel: (01223) 715660

## **1. BACKGROUND**

- 1.1. Every quarter the Risk Register for Place and Economy is reviewed and updated prior to review at committee. This is an audit requirement.

## **2. MAIN ISSUES**

- 2.1 The updated Risk Register for Place and Economy is attached as Appendix 1. Member's views are sought on the Risk Register.

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

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

There are no significant implications for this priority.

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

There are no significant implications for this priority.

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

There are no significant implications for this priority.

## **4 SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

There are no significant implications for this priority.

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

There are no significant implications for this priority

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

There are no significant implications for this priority.

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

There are no significant implications for this priority.

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

There are no significant implications for this priority.



**4.6 Localism and Local Member Involvement**

There are no significant implications for this priority.

**4.7 Public Health Implications**

There are no significant implications for this priority.

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	n/a
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	n/a
<b>Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?</b>	n/a
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	n/a
<b>Have any engagement and communication implications been cleared by Communications?</b>	n/a
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	n/a
<b>Have any Public Health implications been cleared by Public Health</b>	n/a

<b>Source Documents</b>	<b>Location</b>
	none

## Appendix 1 – Risk Register for P&E

Risk						
Likelihood	5					
	4					
	3					
	2		X			
	1					
		1	2	3	4	5
Consequence						
Risk Owners		Graham Hughes			Current Score	4
					Target Score	
					Previous Score	
Triggers				Likelihood Factors (Vulnerability)		Potential Consequences
						1. The Council is unable to achieve required savings and fails to meet statutory responsibilities or budget targets 2. Need for reactive in-year savings 3. Adverse effect on delivery of outcomes for communities

Controls	Adequacy	Critical Success
1. Robust service planning; priorities cascaded through management teams and through appraisal process	Good	
2. SMT review savings tracker and finance and performance report monthly	Good	
3. P&E Management Team review savings tracker and finance and performance reports monthly	Good	
5. Rigorous risk and performance management discipline embedded in all transformation programmes/projects, with escalation process to Directorate Management Teams / Programme Boards	Good	

Action Plans	Responsibility	Target Date

6. Budget holders have monthly meetings with LGSS Finance Partner/External Grants Team, to monitor spend and produce BCR	Good	
7. Capital Programme Monitoring	Good	
8. Strong Contract Management	Good	

**Risk Path:** CCC P&E (revised)/Cambridgeshire County Council/Cambridgeshire County Council

**Risk Category:**

**Linked Objective(s):**

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Risk		02. Staff capacity and resilience				
Likelihood	5					
	4					
	3					
	2			X		
	1					
			1	2	3	4
		<b>Consequence</b>				
<b>Risk Owners</b>		Graham Hughes			<b>Current Score</b>	6
					<b>Target Score</b>	
					<b>Previous Score</b>	
		<b>Triggers</b>			<b>Likelihood Factors (Vulnerability)</b>	
		1. Unable to recruit and retain staff with the right skills and experience			1. Loss of key staff and skills when staff leave 2. Not able to recruit the capacity and skills needed – possible cultural barrier i.e. public sector not attractive, inability to compete with private sector packages, shortages in the market 3. Workforce is not utilised effectively leading to low morale, lack of motivation etc. 4. Employees unable to deliver services 5. Customer/partner dissatisfaction 6. Reputational harm	

Controls	Adequacy	Critical Success
1. Restructuring of services looking at job career progression	Good	
2. Apprenticeship Scheme	Good	
3. Team, health, safety and wellbeing a key priority - discussed at team meetings and 121's	Good	
4. All team members, managers and Asst Directors invested in continuous Grow Your Own approach to train up new members to high standards and provide a continuous pool of new recruits	Good	
5. Communicate with staff - Place & Economy Roadshows	Good	
6. Shared Services with PCC	Good	

Action Plans	Responsibility	Target Date
Apprenticeship Schemes Develop Apprenticeship Schemes	Richard Lumley Andy Preston Emma Fitch Quinton Carroll	30/4/2020
Restructure Job re-evaluation before restructure	Richard Lumley Andy Preston Emma Fitch Quinton Carroll	30/4/2020
Shire Hall 2020 Assistant Directors to work with staff towards proposed new ways of working	Richard Lumley Andy Preston Emma Fitch Quinton Carroll	30/12/2019
Staff Retention Retain staff utilising HR initiatives	Richard Lumley Andy Preston Emma Fitch Quinton Carroll	30/4/2020
Talent Management Programme Develop a Talent Management Programme	Richard Lumley Andy Preston Emma Fitch Quinton Carroll	30/4/2020

**Risk Path:** CCC P&E (revised)/Cambridgeshire County Council/Cambridgeshire County Council

**Risk Category:**

**Linked Objective(s):**

---

Risk		03. Safeguarding									
Likelihood	5						Risk Owners Graham Hughes	Current Score 5	Last Review 30/4/2019		
	4									Target Score	Next Review 30/12/2019
	3										
	2						Triggers	Likelihood Factors (Vulnerability)	Potential Consequences		
	1					X	1. Failure of the Council's arrangements for safeguarding vulnerable children and adults on Council transport 2. Failure of information and data systems 3. System availability due to infrastructure issues (network, Capita One4, Outlook, Phones, Contact Centre) is below SLA levels. 4. Failure of transport services 5. Closure of staff primary work base or inability for staff to access the primary work base		1. Harm to child or adult receiving transport services from the Council 2. Increased risk of harm to Children and Adults (Unable to retrieve or share information with providers) 3. Unable to deliver services 4. Increased risk of harm to Children and Adults 5. Unable to deliver services under SLA's 6. Staff unable to operate front line operations 7. Increased risk of harm to Children and Adults		
		1	2	3	4	5	Consequence				

Controls	Adequacy	Critical Success
01. All contracted staff have to have CCC cleared DBS under Child and Adult Work Force	Good	
02. Multi Agency Safeguarding investigations supporting investigations and decision making	Good	
03. Regular monitoring of transport providers	Good	
04. Coordinated work between Police, County Council and other agencies to identify child sexual exploitation	Good	
05. Contracted driver and passenger transport awareness training	Good	
06. Individual Services Business Continuity Plans	Good	

Action Plans	Responsibility	Target Date

07. Backup systems for mobile working	Good	
08. Access paper records with supplier contact details to enact emergency procedures for temporary contract replacement	Good	
09. Supplier monitoring, including the penalty points system for any breaches of contract	Good	
10. Maintaining awareness of possible warning signs in other supplier behaviour, such as suppliers requiring shorter payment terms or chasing frequently for payment	Good	
11. Intelligence directly from suppliers, their drivers, and/or customers	Good	
12. Partnership working with District Councils and the DVSA in their capacity as licensing agencies	Good	
13. Emergency cover arrangements and processes	Good	
14. Staff equipped with laptops and able to work remotely	Good	
15. Cambridgeshire Outdoors adheres to Health and Safety guidelines - Critical incident management plans in place. Possession of accreditations (AHOEC GOLD, CIOTC, AALS etc) provide independent assessment of H and S and operational procedures.	Good	

16. Comprehensive and robust safeguarding training, development opportunities, and supervisions for staff to instil and monitor safeguarding practice	Good	
17. Whistleblowing policy, robust Local Authority Designated Officer arrangements, complaints process, all of which inform practice	Good	
18. Stringent risk assessment procedures in place. Appropriate recruitment and induction processes, followed by close staff monitoring, observation and review.	Good	

**Risk Path:** CCC P&E (revised)/Cambridgeshire County Council/Cambridgeshire County Council

**Risk Category:**

**Linked Objective(s):**

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**INTERNAL MEMBER ADVISORY GROUP FOR THE CLIMATE CHANGE AND ENVIRONMENT STRATEGY**

**To: Economy and Environment Committee**  
**Meeting Date: 11 July 2019**  
**From: Steve Cox, Executive Director – Place and Economy**  
**Electoral division(s): ALL**

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

**Purpose: To appoint Members to a cross party Internal Advisory Group for the development of the Council’s Climate Change and Environment Strategy.**

**Recommendation: Committee is asked to:**

- a) Note and comment on Appendix A: the Draft Terms of Reference for the Internal Advisory Group**
- b) Note and comment on Appendix B: the draft Vision and Objectives of the Strategy**
- c) Nominate 5 Members to the Climate Change and Environment Strategy Internal Advisory Group.**

<b><i>Officer contact:</i></b>	<b><i>Member contacts:</i></b>
<b>Name: Sheryl French</b>	<b>Names: Councillors Bates and Wotherspoon</b>
<b>Post: Project Director, Mobilising Local Energy Investment</b>	<b>Post: Chair/Vice-Chair</b>
<b>Email: Sheryl.french@cambridgeshire.gov.uk</b>	<b>Email: lan.bates@cambridgeshire.gov.uk</b>
<b>Tel: 01223 728552</b>	<b>Tel: 01223 706398</b>

## **1. BACKGROUND**

- 1.1 In May 2019, Full Council supported Cllr Count's environment motion. This recognised that man-made climate change poses significant risk to our health, our economy, our environment, and endangers the wellbeing of future generations. As a result, Full Council declared a climate emergency and supported the bringing together of existing work on the environment to form a Climate Change and Environment Strategy (CCES).

## **2. MAIN ISSUES**

- 2.1 As part of the governance process for the development of the CCES, it is recommended that a cross party, internal Advisory Group is set up to guide the Officer Steering Group in the development of the CCES. A draft terms of reference is attached as Appendix A identifying the potential purpose and role of the Group and where this sits in the internal governance for the Strategy. The details of the Terms of Reference can be finalised with the Advisory Group when it is appointed and first meets. Appendix B highlights the draft strategy vision and objectives.

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

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

Paragraph 1.1 describes the risk of climate change and the development of the CCES to support future quality of life for our communities.

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

As above.

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

Of particular concern for young people is the impact of air pollution on children's developing lungs. An action plan to mitigate air pollution on young people was agreed as part of Cllr Hudson's motion to Full Council in May 2019. This work can be included in the CCES.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

The cross- party, internal Member Advisory group will need to dedicate time to meetings and talking to key stakeholders to advise the Officer Steering Group.

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

There are no significant implications.

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

There are no significant implications

#### 4.4 Equality and Diversity Implications

There are no significant implications

#### 4.5 Engagement and Communications Implications

There are no significant implications for this report but more broadly, the development of the CCES will look to engage with partners, the community and young people.

#### 4.6 Localism and Local Member Involvement

There are no significant implications

#### 4.7 Public Health Implications

There are no significant implications for this report but more broadly, the development of the CCES will look to address paragraph 3.3 above.

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Name of Officer: Gus de Silva
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: Debbie Carter-Hughes
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Elsa Evans
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: Sarah Silk
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Name of Officer: Emma Fitch
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: Stuart Keeble

<b>Source Documents</b>	<b>Location</b>
Agenda, papers and minutes from 14 <sup>th</sup> May2019, Full Council meeting including Cllr Steve Count's environment motion and Cllr Hudson's air pollution motion.	<a href="http://www.cambridgeshire.gov.uk">www.cambridgeshire.gov.uk</a>

## Appendix A: Draft Terms of Reference

### Internal Advisory Board for the development of a Climate Change and Environment Strategy- Terms of reference V 0.1 DRAFT

#### 1.0 Purpose of the Group

The group will advise on the development of the Climate Change and Environment Strategy (CCES) recognising the challenging financial pressures the Council faces and the potential of the strategy to help shape societal change through setting a roadmap to net zero carbon emissions by 2050. It will advise on the setting of targets to reduce carbon emissions, pollution and the protection of bio-diversity and the mechanisms for engaging with partners, the community and our young people.

#### 2.0 Role of Group Members:

To advise on the vision, strategic objectives and engagement processes to deliver the Strategy, Members will need to consult and take soundings from the following stakeholders: County Council Members, Cambridgeshire and Peterborough Combined Authority, Greater Cambridge Partnership, Local Authorities, Local Government Association and other relevant bodies to be identified.

#### 3.0 Frequency of meetings:

Monthly, or as determined by the Board to deliver the Strategy.

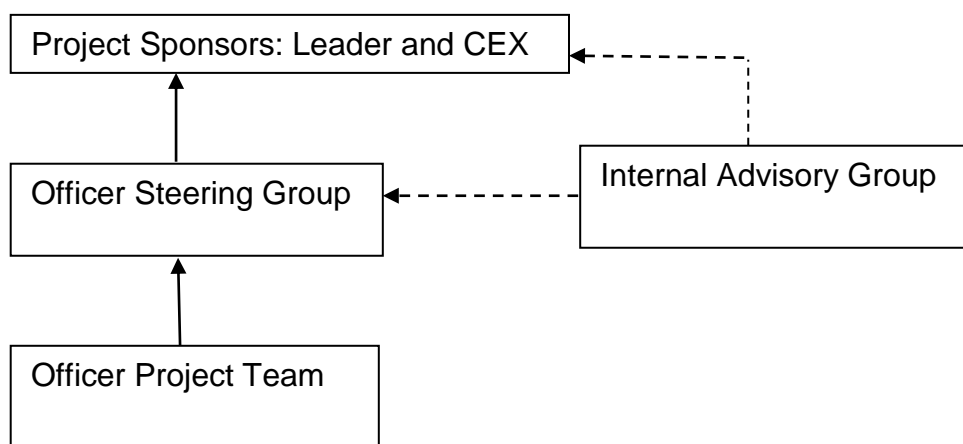
#### 4.0 Timeline for developing the Strategy

It is hoped to approve the Strategy by March 2020. An interim target will be to approve a draft Strategy for engagement with the community by November 2019.

#### 5.0 Details of the Advisory Group Members

It is proposed 5 members are appointed to the Advisory Group reflecting the political makeup of the Council.

#### 6.0 Governance of the CCES



## **Appendix B: The draft Vision and Objectives for the Strategy (subject to discussion and agreement)**

### **1.0 Draft Strategy Vision**

To deliver net zero carbon emissions for Cambridgeshire (and Peterborough) by 2050 in partnership with all stakeholders, whilst supporting our communities and Cambridgeshire's biodiversity to adapt and flourish as our climate changes.

### **2.0 Draft Objectives**

- Reduce greenhouse gas emissions to mitigate the impacts of man-made climate change
- Support our communities and biodiversity to adapt to a changing climate
- Improve Cambridgeshire and Peterborough's Natural Capital for future generations
- Empower Cambridgeshire communities and businesses to buy-into and deliver the Strategy vision
- To agree the carbon footprint for Cambridgeshire and Peterborough and an action plan to track carbon emissions reductions

### **3.0 Key mechanisms for the development of the strategy**

- 3.1 Engagement of partners and the community in the development of the strategy is important and can include:
- Setting up a representative group of partners, stakeholders and the community to engage in the strategy as it develops.
  - Engaging with Eco-School Councils across Cambridgeshire to involve young people
  - Identifying local community groups to consult on the detail in the strategy and engage in the strategy development
  - Working with Cambridgeshire Cleantech and its membership to mobilise business innovation
- 3.2 Cambridge University Science and Policy Exchange (CUSPE) is developing a carbon footprint for Cambridgeshire and Peterborough which will form an evidence base for the strategy. The carbon footprint can then be analysed to determine what elements are under the direct control of the County Council and which can be influenced. This will lead to the setting of a baseline and key performance indicators for the strategy.
- 3.3 An action plan will be developed reflecting existing commitments already agreed by the Council such as the energy, flood and water management and plastics strategies, plus cover additional actions that support the delivery of the strategy.

**Agenda Item No: 8.**

**TO ESTABLISH A TRANSPORT STRATEGY HUNTINGDONSHIRE MEMBER STEERING GROUP AND APPOINT MEMBERS TO IT**

**To:** Economy and Environment Committee

**Meeting Date:** 11 July 2019

**From:** Steve Cox, Executive Director - Place and Economy

**Electoral division(s):** Huntingdonshire

**Forward Plan ref:** n/a **Key decision:** No

**Purpose:** To consider the establishment of the Transport Strategy Huntingdonshire Steering Group and to appoint two Cambridgeshire County Councillors and nominate one substitute to the Steering Group

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

- a) approve the establishment of the Transport Strategy Huntingdonshire Steering Group based on its draft Terms of Reference attached as appendix 1 to this report, and
- b) appoint two County Councillors and nominate one substitute to the Transport Strategy Huntingdonshire Steering Group.

<b>Officer contact:</b>		<b>Member contacts:</b>	
Name:	Jack Eagle	Names:	Councillors Bates and Wotherspoon
Post:	Principal Transport and Infrastructure Officer	Post:	Chair/Vice-Chair
Email:	<a href="mailto:Jack.Eagle@cambridgeshire.gov.uk">Jack.Eagle@cambridgeshire.gov.uk</a>	Email:	<a href="mailto:lan.bates@cambridgeshire.gov.uk">lan.bates@cambridgeshire.gov.uk</a> <a href="mailto:timothy.wotherspoon@cambridgeshire.gov.uk">timothy.wotherspoon@cambridgeshire.gov.uk</a>
Tel:	01223 703269	Tel:	01223 706398

## **1. BACKGROUND**

- 1.1 Prior to the establishment of the Cambridgeshire and Peterborough Combined Authority (CPCA) and when Cambridgeshire County Council (CCC) was the local Transport Authority, CCC started creating district transport strategies for the Cambridgeshire districts to feed into the Local Transport Plans and Local Plans. The first district transport strategy produced was for South Cambridgeshire District Council and Cambridge City Council to aid the City Deal (now Greater Cambridge Partnership) bid, which was in turn successful. The South Cambridgeshire and Cambridge City transport strategy also supported growth within the area addressing transport needs.
- 1.2 From this success it was decided to create a districtwide transport strategy for each of Cambridgeshire's districts starting with East Cambridgeshire District Council (ECDC), then Fenland District Council (FDC) and finally Huntingdonshire District Council (HDC).
- 1.3 The districtwide transport strategies would supersede the dated Market Town Transport Strategies (MTTS) and also include a greater focus on the more rural parts of the Districts that were not covered by the MTTSs.
- 1.4 The Transport Strategy Huntingdonshire (TSH) will look to incorporate much of what the MTTS's did on a districtwide scale, within this the strategy will consider the below as the key towns:
  - Huntingdon
  - St Ives
  - St Neots
  - Ramsey
- 1.5 The TSH will also consider the whole of the district and transport needs outside of the key Market towns listed above.

## **2. MAIN ISSUES**

- 2.1 The Transport Strategy Huntingdonshire will provide a strategy to manage the future growth of Huntingdonshire identified in the Huntingdonshire Local Plan.
- 2.2 The strategy will aim to combine and update the MTTSs created several years ago and create a single document to base future development and growth from. A number of studies will be included within the strategy and the aim of the document will be to address all modes of transport within the district.
- 2.3 It is proposed that a Member Steering Group is established to ensure Local Member involvement throughout the study. A similar steering group was set up for the Transport Strategy for East Cambridgeshire and one is currently developing the Fenland Transport Strategy.
- 2.3 Further information can be found in the attached Terms of Reference document that will be presented to the Steering Group members at the first meeting. It is envisaged that the Steering Group will make recommendations to the County Council's Economy and Environment Committee and to Huntingdonshire District Council's Cabinet.



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

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

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

- The primary focus of the TSH is to enable growth in the area. This is both housing and employment growth which would be to the benefit of all local residents.
- Additional aims are to reduce congestion and improve safety across the area which will result in economic benefits, along with encouraging modal shifts to sustainable transport options.

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

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

- The primary focus of the TSH is to enable growth in the area. This is both housing and employment growth which would be to the benefit of all local residents.

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

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

- A focus of the TSH will be around road safety and access to key services such as education this will have benefit to Cambridgeshire's children

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

There are no significant implications within this category.

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

There are no significant implications within this category.

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

There are no significant implications within this category.

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

There are no significant implications within this category in the establishment of the Steering Group. Implications of the Transport Strategy Huntingdonshire itself will be considered as part of the strategy development process.

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

There are no significant implications within this category.

#### 4.6 Localism and Local Member Involvement

There are no significant implications within this category.

#### 4.7 Public Health Implications

There are no significant implications within this category.

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Name of Officer: Gus De Silva
<b>Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?</b>	Yes Name of Legal Officer: Fiona McMillan
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Elsa Evans
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: Sarah Silk
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes or No Name of Officer: Andy Preston
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: Stuart Keeble

<b>Source Documents</b>	<b>Location</b>
none	

## APPENDIX 1

### TSH Terms of Reference

#### Member Steering Group: Terms of Reference

##### 1. Background

The Member Steering Group (MSG) has been established to assist in the review and development of the Huntingdonshire Transport Strategy. The existing Market Town Transport Strategies have reached the end of their life span and therefore a new strategy is needed.

##### 2. Membership

Name	Reason for Membership
	Lead Transport Officer HDC
	Transport Officer HDC
Jack Eagle (JE)	Principal Transport Officer CCC
James Barwise (JB)	Lead Transport Officer CCC
Thomas Fisher (TF)	Transport Officer CCC
Robbie Arnold (RA)	Graduate Transport Officer CCC

##### 3. Purpose

- 3.1 The main role of the group will be to provide guidance regarding the general direction of the strategy, representing the concerns of local residents and ensuring that a long term vision for transport is established. The group will also be asked to input their local knowledge of transport and other issues, particularly regarding access to services within the key market towns (Huntingdon, St Ives, St Neots and Ramsey) and the surrounding areas.
- 3.2 The group will comment on and provide guidance on the content of the consultation material, draft strategy and final strategy but will not be responsible for decision making on the final strategy. Huntingdonshire District Council will be closely involved in the development of the strategy, which when completed, will go to approval from the Economy and Environment Committee at Cambridgeshire County Council before being adopted into policy.
- 3.3 To ensure that the County, District and Town Councils are all involved in the development of the strategy, the group will represent their respective authorities and play a role in disseminating information back to fellow Members where appropriate. Representatives from parish councils will provide input on the wider area.

#### 4. Aims

- To give officers a steer on the key transport and access issues affecting Huntingdon, St Ives, St Neots and Ramsey, and the surrounding areas, and the solutions that could help to solve them.
- To give officers a steer on particular stakeholders and groups of people that should be involved in the development of the strategy.
- To give officers a steer on the development of the strategy.

#### 5. Outcomes

A draft strategy will be presented to Huntingdonshire District Council's Cabinet for approval and to Cambridgeshire County Council's Economy and Environment Committee for adoption as policy.

#### 6. Objectives of the Strategy

The Member Steering Group agreed that the Strategy should share objectives with the Local Transport Plan, whilst local objectives should also be set.

##### a) Local Transport Plan (LTP) objectives

- Enabling people to thrive, achieve their potential and improve their quality of life.
- Supporting and protecting vulnerable people.
- Managing and delivering the growth and development of sustainable communities.
- Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.
- Meeting the challenges of climate change and enhancing the natural environment.

As Districtwide Transport Strategies form part of the LTP, the LTP's user hierarchy is also noted, which guides the setting of priorities and allocation of funding:

- i. Pedestrians
- ii. Cyclists
- iii. Public transport
- iv. Specialist service vehicles (e.g. emergency services, waste collection, disabled drivers)
- v. Other motor vehicles

##### b) Local objectives

- To enhance the transport linkages between the market towns and the surrounding areas.
- Improve health and wellbeing of people across the whole district.
- Great Ouse Crossings.
- Support and enhance the economy of the district.
- Make travel safer in Huntingdonshire, reducing road accidents and increasing safety for pedestrians and cyclists.
- Promote modal shift / sustainable travel in Huntingdonshire.
- Protect the historic and natural environment.

**7. Timescales**

The Member Steering Group agreed that the Strategy should cover a 5-year period from its adoption. It is currently expected that the Strategy will be adopted in Spring 2020. When the Transport Strategy has been adopted by the County Council this Steering group will be dissolved.

**8. Decision making process**

The Member Steering Group can make decisions outside of meetings by email when appropriate.

**9. Substitutes**

Meetings of the group will always be arranged to fit in with Members' existing diary commitments as far as possible. If however, it is not possible to arrange a meeting so that everyone is able to attend, it will be organised so there is at least one representative from each of Cambridgeshire County Council, Huntingdonshire District Council and a representative from each market town. Members are welcome to nominate a substitute.

**10. Chair**

Nomination of a chair will be discussed at the first MSG meeting.

**11. Frequency of meetings**

Meetings should occur once every four months, and may coincide with committee meetings where necessary.

Towards the conclusion of the Strategy development process, meetings may have to fit in with committee meetings at both Cambridgeshire County Council and Huntingdonshire District Council.

**12. Distribution of Notes / Minutes**

Notes and actions arising from the meeting will be taken by an officer either from Cambridgeshire County Council or Huntingdonshire District Council, and circulated to the group after the meeting.



**GROWING OUR GREEN SPACES: SECURING A VALUABLE FUTURE FOR  
CAMBRIDGESHIRE'S PARKS AND GREEN SPACES**

**To: Economy and Environment Committee**

**Meeting Date: 11 July 2019**

**From: Steve Cox – Executive Director, Place and Economy**

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

**Purpose: To inform Committee of a recent grant award from the Heritage Lottery Fund to the Council and to seek a County Council representative for the Members Group for the Growing Our Green Spaces Future Parks Accelerator Project.**

**Recommendation: To note the award of the Heritage Lottery Fund grant and confirm the new County Council representative for the Future Parks Accelerator Project.**

<b>Officer contact:</b>		<b>Member contacts:</b>	
Name:	Phil Clark / Julia Beeden	Names:	Cllr Ian Bates
Post:	Green Spaces Manager / Flood Risk & Biodiversity Business Manager	Post:	Chair, Economy and Environment Committee
Email:	<a href="mailto:philip.clark@cambridgeshire.gov.uk">philip.clark@cambridgeshire.gov.uk</a> / <a href="mailto:julia.beeden@cambridgeshire.gov.uk">julia.beeden@cambridgeshire.gov.uk</a>	Email:	<a href="mailto:ian.bates@cambridgeshire.gov.uk">ian.bates@cambridgeshire.gov.uk</a>
Tel:	01223 715686 / 07880 473715	Tel:	01223 706398

## **1. BACKGROUND**

- 1.1 The National Heritage Lottery Fund (NHLF), the Ministry for Housing, Communities and Local Government (MHCLG) and the National Trust have joined forces to launch the Future Parks Accelerator (FPA), which is a UK-wide £10 million strategic initiative to secure a sustainable future for Parks and Green spaces across the country.
- 1.2 The initiative will run over two years (ending in June 2021) and combine a minimum of £5m in HLF grant funding with a further £5m of 'in kind' support comprising expertise from the National Trust.
- 1.3 As part of this, a partnership of local authorities, conservation organisations, private sector and community groups across Cambridgeshire, led by Cambridgeshire County Council, bid for and has been awarded funding and support to deliver improved parks and green spaces across Cambridgeshire & Peterborough as part of this project. Just 8 locations across the country have been chosen for this funding.
- 1.4 The project will also collaborate with local charities, developers and businesses including Natural Cambridgeshire, the Local Nature Partnership (LNP) for Cambridgeshire & Peterborough. The LNP includes but is not limited to Nene Park Trust, Wildlife Trust, National Trust, RSPB, Urban & Civic, and O&H Properties Ltd.
- 1.5 The project's objective is to explore new management and funding solutions for, and to create a strategy for the delivery of, high quality green spaces across Cambridgeshire and Peterborough.
- 1.6 This is not a statutory piece of work but has links to:
  - The Combined Authority's non statutory spatial framework – Phases 1 and 2. The framework includes a strategic objective which links directly to this area of work and indicates a desire to increase the amount of green space in the county
  - The Council's forthcoming Environment and Climate Change Strategy. The County Council's legal a duty to conserve and enhance its own green space sites importance for biodiversity and people – we are the landowner of eight Local Nature Reserves.

## **2. MAIN ISSUES**

- 2.1 A project structure has been developed to ensure the project can move ahead effectively and with good governance. It is proposed that the project will be governed by a Project Executive Board that will oversee the successful delivery of the project including having oversight of key milestones and expenditure. The County Council will be the lead partner in this. The County Council Chief Executive has agreed to be the Project Sponsor and also to chair the Executive Board. Representatives from the following organisations will be on the Board:



### Executive Board

- Cambridge City Council
- Cambridgeshire County Council
- Peterborough City Council
- East Cambridgeshire District Council
- Fenland District Council
- Huntingdonshire District Council
- South Cambridgeshire District Council
- Nene Park Trust
- Wildlife Trust BCN
- National Trust
- Future Park's Project Manager
- Future Parks Account Manager

- 2.2 There will also be a Members Reference Group to ensure close political involvement in and knowledge of the project. It is proposed that each of the Local Authorities involved in the project nominate one Member to sit on this group, which will meet quarterly and will guide the development of the project. Committee is asked to consider the County Council representative to this group.
- 2.3 On a day to day basis, the project will be overseen by a Project Management Team of local authority officers and officers from the other partner organisations.
- 2.4 Terms of Reference will be developed for each of these groups and will be agreed at the first of their meetings.
- 2.5 Given the profile of this project, it is important that this full structure be established at the outset, but as the first phase of the project is primarily focussed on research and evidence gathering, it is likely that there will be little in the way of strategic decision making until late 2020/2021.

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

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

- Having access to high quality green space is shown to have significant benefits for the physical and mental wellbeing of individuals and communities

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

- Accessible green space is an important factor in place making and makes for a more attractive environment where people and businesses will want to live and work.

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

- Where high quality green spaces is provided this can lead to an increase in positive physical and emotional development within children.

#### **4. SIGNIFICANT IMPLICATIONS**

##### **4.1 Resource Implications**

There are no significant implications within this category.

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

As part of this project up to ten separate items of work may need to be commissioned in line with the council's Contract Procedures. As part of joint working with the other FPA projects it is also expected that we will collaborate on some procurement activities. Advice from LGSS Procurement will therefore be required in due course.

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

As the lead organisation Cambridgeshire County Council are responsible for delivering the project and ensure best value with the funding. We will be managing a budget of £716,000.

One of the project requirements is that all of the learning from this project is shared nationally. As a result the funders require us to have evaluators working on the project throughout out that will evaluate the activities that work well and less well.

The funding partners have recognised that of all eight councils taking part our bid has the highest level of risk. This is due to the number of partners involved within this Cambridgeshire and Peterborough's project. Whilst at the same time MHCLG recognise our project as ground breaking for its scale and complexity.

Memorandums of Understanding will need to be signed with the district councils and a contract needs to be signed between the County Council and the funders. Legal advice will be required for these.

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

There are no significant implications within this category.

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

A significant amount of engagement will be required with: partner organisations, local green spaces volunteers, green space users, potential new green spaces user/new communities, developers, public health delivery groups, parish councils and local businesses.

The County Council communications team are involved in the project and are already liaising with the National Trust communications team. The Members Reference Group will be asked to guide/input to and approve major communications exercises before these take place.

##### **4.6 Localism and Local Member Involvement**

As per section 4.5 above.

##### **4.7 Public Health Implications**

The project will make positive links with this work area in order to encourage use of green

spaces to promote active healthy lifestyles. Otherwise there are no significant implications within this category.

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Name of Officer: Gus de Silva, Head of Procurement.
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: Debbie Carter-Hughes, Interim Executive Director, LGSS Law
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Quinton Carroll
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: Jo Dickson, Communications and Marketing Manager
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Name of Officer: Quinton Carroll
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: Stuart Keeble, Consultant in Public Health

<b>Source Documents</b>	<b>Location</b>
None	



**FINANCE AND PERFORMANCE REPORT – May 2019**

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

*Meeting Date:* **11 July 2019**

*From:* **Steve Cox - Executive Director, Place & Economy  
Chris Malyon - Chief Finance Officer**

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

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

*Purpose:* **To present to Economy and Environment Committee the Finance and Performance Report (F&PR) for Place & Economy Services as at the end of May 2019.**

**The report is presented to provide Committee with an opportunity to note and comment on the financial position as at the end of May.**

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

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

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

## **1. BACKGROUND**

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

## **2. MAIN ISSUES**

- 2.1 The report attached as Appendix A is the Place & Economy Services Finance and Performance report for 2019/20 as at the end of May 2019.

### **Revenue**

- 2.2 Place and Economy as a whole is forecasting a bottom line underspend of £1.3m. This is mainly because of two areas which generated additional income last year and for which it is forecast that there will be an over-achievement of income again – Bus Lane Enforcement and Highways Development Management. Instead of drip feeding the additional income into forecasts as it is actually achieved, it is now being forecast at an early stage. Any variations in the forecast will be reported as they become known. In addition there is an underspend on Concessionary Fares which offsets the Community Transport pressure – both budgets are managed on behalf of Cambridgeshire and Peterborough Combined Authority (CPCA).

### **Capital**

- 2.3 The revised capital budget for 2019/20 reflects the carry-forwards of funding from 2018/19 and the re-phasing of schemes and are detailed in Appendix 6 and are subject to approval of General Purposes Committee (GPC). The assumed Capital Programme Variation, the impact of which reduces the level of borrowing required, is £11.7m.

### **Performance**

- 2.4 This F&PR provides performance information for the suite of key Place & Economy (P&E) indicators for 2019/20. Of these seven performance indicators, two are reported on this month and they are % of Freedom of Information Requests (FOI) requests answered within 20 days and % complaints responded to within 10 days, and they are both red. Measures are in place to return these to target.
- 2.8 The Local Highways Improvement scheme (LHI) data, the tree data, and the vacancy data are all shown within Appendix A.

### 3. ALIGNMENT WITH CORPORATE PRIORITIES

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

There are no significant implications for this priority.

#### 3.2 Thriving places for people to live

There are no significant implications for this priority.

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

There are no significant implications for this priority.

### 4. SIGNIFICANT IMPLICATIONS

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

Source Documents	Location
<i>none</i>	





**Place & Economy Services - Economy and Environment Committee****Finance and Performance Report – May 2019****1. SUMMARY****1.1 Finance**

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	2	0	0	2
Year-end prediction (for 2019/20)	2	0	0	2

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

Forecast Variance - Outturn (Previous Month) £000	Directorate	Budget 2019/20 £000	Actual £000	Forecast Variance - Outturn (May) £000	Forecast Variance - Outturn (May) %
	Executive Director	286	79	0	0
	Highways	19,634	2,247	-808	-4
	Passenger Transport	7,069	145	-33	0
	Environmental & Commercial Services	39,042	-2,126	+1	0
	Infrastructure & Growth	2,044	476	-500	-24
	External Grants	-15,293	0	0	0
	<b>Total</b>	<b>52,783</b>	<b>821</b>	<b>-1,341</b>	<b>-2</b>

The service level budgetary control report for May 2019 can be found in [appendix 1](#).

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

## 2.2 Significant Issues

### Waste Private Finance Initiative (PFI) Contract

Due to breakdowns at the Mechanical Biological Treatment (MBT) facility, no waste was processed in this financial year until 7th May. As the waste takes around 7 weeks to complete the MBT process, this will result in a significant reduction in our expected landfill tax spend until the last week of June when the MBT outputs are expected to return to typical levels. Whilst confirmation of the exact figures will need to wait till late July, this underspend is expected to reach around £1,000,000, and could be higher.

Offsetting this, the budget was based on a set of contract savings being agreed with our PFI contractor and implemented by 1st April 2019. This has not yet occurred and it is not now expected that the contract changes will come in until at least the 1<sup>st</sup> July. Whilst some agreed savings have already been implemented, there will be a pressure of approximately £75,000 for every month completion of the contract change is delayed.

Following agreement at the Highways and Infrastructure committee to implement a van and trailer permit scheme at the Household Recycling Centres (HRCs), there will be additional one-off costs of approximately £100,000.

## 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 May 2019.

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

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

There were no items above the de minimis reporting limit recorded in May 2019.

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**

##### Funding

A further grant have been awarded from the Department for Transport since the published business plan, this being Pothole grant funding 19/20 (£0.802m).

A new grant has been awarded in 19/20 (£0.560m) via Highways England through the Department for Transports (DfT) Designated Funds Programme providing a contribution to the feasibility, design and delivery of the Northstowe Heritage Facility.

All other schemes are funded as presented in the 2019/20 Business Plan.

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

### **4. PERFORMANCE**

#### **4.1 Introduction**

This report provides performance information for the suite of key Economy and Environment Committee indicators. At this stage in the year, we are still reporting 2018/19 information for some indicators.

New information for red, amber and green monthly indicators is shown by Committee in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. A summary of all the indicators are contained in Appendix 7.

#### **4.2 Red Indicators (new information)**

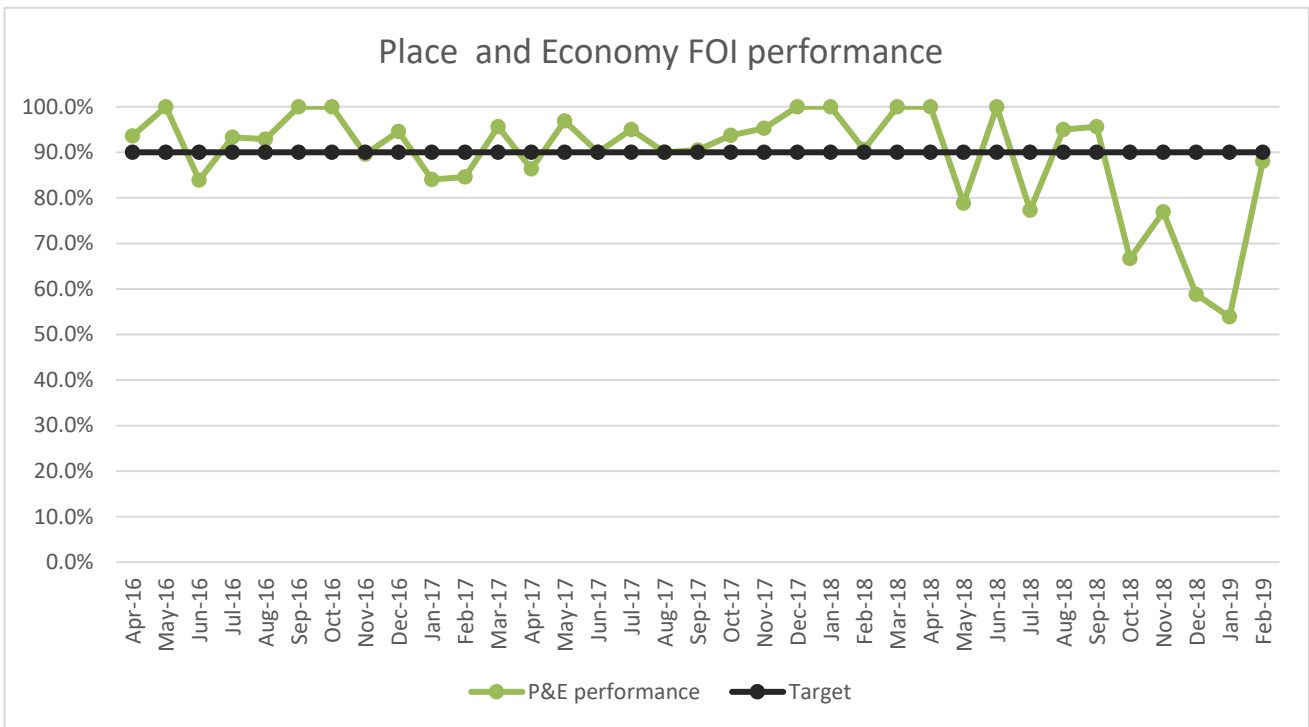
This section covers indicators where new monthly targets have not been achieved.

##### **a) Economy & Environment**

No new information this month.

**b) P&E Operational Indicators**

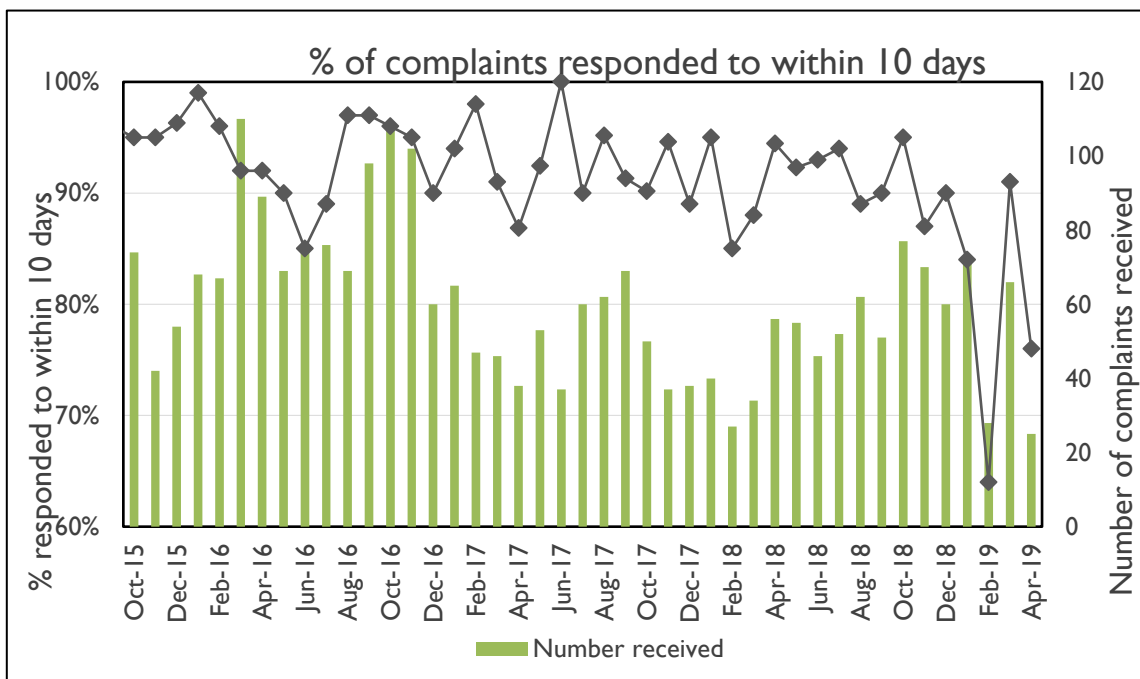
- % of Freedom of Information (FOI) requests answered within 20 days



A total of 32 Freedom of Information Requests were received during April 2019. 24 of these were responded to within the 20 working day deadline. Heads of Service are working with colleagues in the Information & Records service to embed a new response process following a business support restructure in late 2018 to return this to target.

The year end performance is 75% which is 15 percentage points off the target.

- Complaints and representations – response rate



25 complaints received for April, 19 were responded to within the 10 working days giving a 76% pass rate. The end of year performance is a **76%** pass rate. Processes are now in place to bring this back to target.

#### **4.3 Amber indicators (new information)**

This section covers indicators where new monthly targets are within 10% of the target.

##### **a) Economy & Environment**

No new information this month.

##### **b) P&E Operational Indicators**

No new information this month

#### **4.4 Green Indicators (new information)**

This section covers indicators where new monthly targets are on target.

##### **a) Economy & Environment**

No new information this month

##### **b) P&E Operational Indicators**

No new information this month

#### **4.5 Contextual indicators (new information)**

##### **a) Economy & Environment**

No new information this month

##### **b) P&E Operational Indicators**

No new information this month

## APPENDIX 1 – Service Level Budgetary Control Report

### Place & Economy Service Level Finance & Performance Report

Finance & Performance Report for P&E - May 2019

Forecast Outturn Variance (Previous)		Budget 2019/20	Actual May 2019	Forecast Outturn Variance	
£000's		£000's	£000's	£000's	%
	<b>Executive Director</b>				
0	Executive Director	286	79	0	0%
<b>0</b>	<b>Executive Director Total</b>	<b>286</b>	<b>79</b>	<b>0</b>	<b>0%</b>
	<b>Highways</b>				
0	Asst Dir - Highways	157	26	0	0%
0	Local Infrastructure Maintenance and Improvement	6,085	1,496	150	2%
0	Traffic Management	-95	210	-108	-115%
0	Road Safety	528	327	-50	-9%
0	Street Lighting	10,086	788	-149	-1%
0	Highways Asset Management	407	129	0	0%
0	Parking Enforcement	0	-697	-650	0%
0	Winter Maintenance	2,125	71	0	0%
0	Bus Operations including Park & Ride	340	-102	0	0%
<b>0</b>	<b>Highways Total</b>	<b>19,634</b>	<b>2,247</b>	<b>-808</b>	<b>-4%</b>
	<b>Passenger Transport</b>				
0	Community Transport	2,594	89	203	8%
0	Concessionary Fares	4,475	56	-236	-5%
<b>0</b>	<b>Passenger Transport Total</b>	<b>7,069</b>	<b>145</b>	<b>-33</b>	<b>0%</b>
	<b>Environmental &amp; Commercial Services</b>				
0	Asst Dir - Environment & Commercial Services	135	7	-17	-12%
0	County Planning, Minerals & Waste	425	-95	0	0%
0	Historic Environment	51	68	17	33%
0	Trading Standards	694	-85	0	0%
0	Flood Risk Management	419	62	0	0%
0	Energy	87	493	0	0%
0	Waste Management	37,231	-2,577	1	0%
<b>0</b>	<b>Environmental &amp; Commercial Services Total</b>	<b>39,042</b>	<b>-2,126</b>	<b>1</b>	<b>0%</b>
	<b>Infrastructure &amp; Growth</b>				
0	Asst Dir - Infrastructure & Growth	160	28	0	0%
0	Major Infrastructure Delivery	1,300	245	0	0%
0	Transport Strategy and Policy	33	69	0	0%
0	Growth & Development	551	105	0	0%
0	Highways Development Management	0	28	-500	0%
<b>0</b>	<b>Infrastructure &amp; Growth Total</b>	<b>2,044</b>	<b>476</b>	<b>-500</b>	<b>-24%</b>
<b>0</b>	<b>Total</b>	<b>68,076</b>	<b>821</b>	<b>-1,341</b>	<b>-2%</b>
	<b>Grant Funding</b>				
0	Non Baselined Grants	-15,293	0	0	0%
<b>0</b>	<b>Grant Funding Total</b>	<b>-15,293</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>0</b>	<b>Overall Total</b>	<b>52,783</b>	<b>821</b>	<b>-1,341</b>	<b>-3%</b>

## APPENDIX 2 – Commentary on Forecast Outturn Position

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

Service	Current Budget for 2018/19 £'000	Actual £'000	Outturn Forecast	
			£'000	%
<b>Local Infrastructure Maintenance and Improvement</b>	6,085	1,496	+150	+2
The highways shared service with Peterborough City Council was budgeted to be implemented in 2019/20 but this will not be achieved until 2020/21. The saving is included in this budget line and so this creates a forecast overspend				
<b>Street Lighting</b>	10,086	788	-149	-1
This forecast outturn relates to the net effect of Project Synergies savings (from jointly commissioning with Northamptonshire) and increased energy prices from October				
<b>Parking Enforcement</b>	0	-697	-650	0
Bus lane enforcement is providing additional income in excess of the budget set. This income is difficult to predict and therefore the budget holder will monitor the financial position on a regular basis, updating the forecast accordingly.				
<b>Highways Development Management</b>	0	28	-500	0
There is an expectation that Section 106 and section 38 fees will come in higher than budgeted for new developments which will lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly.				
<b>Community Transport</b>	2,594	89	+203	+8
The service is provided on behalf of the Combined Authority. On 7th February 2019 the E&E Committee agreed to fund the replacement bus services until the end of March 2020. In order to maintain all existing bus services there is a budget deficit of £203k. There is sufficient funding available, primarily in an expected underspend on concessionary fares payments in 2019/20.				
<b>Concessionary Fares</b>	4,475	56	-236	-5
This service is being provided on behalf of the Combined Authority and is forecasting an underspend due to the change in the eligibility being linked to the increased pensionable age and the reduction in the number of bus routes. This underspend will be used to fund the forecast overspend on Community Transport.				

<b>Waste Management</b>	37,231	-2,577	+1	0
<p>Due to breakdowns at the Mechanical Biological Treatment (MBT) facility, no waste was processed in this financial year until 7th May. As the waste takes around 7 weeks to complete the MBT process, this will result in a significant reduction in our expected landfill tax spend until the last week of June when the MBT outputs are expected to return to typical levels. Whilst confirmation of the exact figures will need to wait till late July, this underspend is expected to reach around £1,000,000, and could be higher.</p> <p>Offsetting this, the budget was based on a set of contract savings being agreed with our PFI contractor and implemented by 1st April 2019. This has not yet occurred and it is not expected to be agreed until at least the 1<sup>st</sup> July. Whilst some agreed savings have already been implemented, there will be a pressure of approximately £75,000 for every month completion of the contract change is delayed.</p> <p>Following agreement at the Highways and Infrastructure committee to implement a van and trailer permit scheme at the Household Recycling Centres (HRCs), there will be additional one-off costs of approximately £100,000.</p>				



### APPENDIX 3 – Grant Income Analysis

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

<b>Grant</b>	<b>Awarding Body</b>	<b>Expected Amount £'000</b>
<b>Grants as per Business Plan</b>	Various	15,293
Non-material grants (+/- £30k)		0
<b>Total Grants 2019/20</b>		<b>15,293</b>

**APPENDIX 4 – Virements and Budget Reconciliation**

	<b>£'000</b>	<b>Notes</b>
<b>Budget as per Business Plan</b>	52,783	
Non-material virements (+/- £30k)		
<b>Current Budget 2019/20</b>	<b>52,783</b>	

## APPENDIX 5 – Reserve Schedule

<b>Reconciliation List for Personal Accounts for P&amp;E Services as at 31st May 2019</b>					
<b>Fund Description</b>	<b>Balance at 31st March 2019</b>	<b>Movement within Year</b>	<b>Balance at 31st May 2019</b>	<b>Yearend Forecast Balance</b>	<b>Notes</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	
<b>Other Earmarked Funds</b>					
Deflectograph Consortium	43	0	43	43	Partnership accounts, not solely CCC
Highways Searches	57	0	57	57	
On Street Parking	2,195	0	2,195	2,195	
Streetworks Permit scheme	205	0	205	205	
Highways Committed Sums	862	0	862	900	
Streetlighting - LED replacement	31	0	31	0	
Flood Risk funding	20	0	20	0	
Proceeds of Crime	256	0	256	256	
Waste - Recycle for Cambridge & Peterborough (RECAP)	121	0	121	100	Partnership accounts, not solely CCC
Travel to Work	181	0	181	180	Partnership accounts, not solely CCC
Steer- Travel Plan+	52	0	52	52	
Waste reserve	1,637	0	1,637	1,637	
Other earmarked reserves under £30k	(270)	(100)	(370)	0	
<b>Sub total</b>	<b>5,390</b>	<b>(100)</b>	<b>5,290</b>	<b>5,625</b>	
<b>Capital Reserves</b>					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	1,422	0	1,422	0	
Other Capital Funding	4,647	113	4,760	1,000	
<b>Sub total</b>	<b>6,069</b>	<b>113</b>	<b>6,182</b>	<b>1,000</b>	
<b>TOTAL</b>	<b>11,459</b>	<b>13</b>	<b>11,472</b>	<b>6,625</b>	

## APPENDIX 6 – Capital Expenditure and Funding

### Capital Expenditure

2019/20						TOTAL SCHEME	
Original 2019/20 Budget as per BP	Scheme	Revised Budget for 2019/20	Actual Spend (May)	Forecast Spend - Outturn (May)	Forecast Variance - Outturn (May)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	<b>Integrated Transport</b>						
200	- Major Scheme Development & Delivery	375	6	375	0	375	0
682	- Local Infrastructure Improvements	682	-91	682	0	682	0
594	- Safety Schemes	594	-44	594	0	594	0
345	- Strategy and Scheme Development work	345	78	345	0	345	0
1,346	- Delivering the Transport Strategy Aims	2,892	31	2,892	0	2,892	0
23	- Air Quality Monitoring	23	12	23	0	23	0
14,591	<b>Operating the Network</b>	16,118	-65	16,118	0	16,118	0
	<b>Highway Services</b>						
6,300	- £90m Highways Maintenance schemes	6,300	312	6,300	0	83,200	0
0	- Pothole grant funding	802	-48	802	0	802	0
0	- National Productivity Fund	0	0	0	0	0	0
0	- Challenge Fund	708	218	708	0	708	0
0	- Safer Roads Fund	146	0	146	0	146	0
0	- Additional Highways Maintenance	0	-329	0	0	0	0
	<b>Environment &amp; Commercial Services</b>						
3,357	- Waste Infrastructure	255	4	255	0	11,064	0
0	- Northstowe Heritage Centre	560	0	560	0	560	0
250	- Energy Efficiency Fund	401	10	401	0	1,000	0
	<b>Infrastructure &amp; Growth Services</b>						
475	- Cycling Schemes	3,000	33	3,000	0	16,732	0
0	- Huntingdon - West of Town Centre Link Road	0	0	0	0	9,116	0
1,000	- Ely Crossing	1,469	623	1,469	0	49,000	0
3,460	- Guided Busway	500	6	500	0	149,791	0
14,176	- King's Dyke	17,300	121	17,300	0	29,982	0
0	- Scheme Development for Highways Initiatives	0	7	0	0	1,000	0
0	- A14	150	59	150	0	150	0
0	- Other schemes	22	17	22	0	22	0
0	- Combined Authority Schemes	0	448	0	0	0	0
	<b>Other Schemes</b>						
8,500	- Connecting Cambridgeshire	14,133	0	14,133	0	36,290	0
<b>55,299</b>		<b>66,775</b>	<b>1,408</b>	<b>66,775</b>	<b>0</b>	<b>410,592</b>	<b>0</b>
292	Capitalisation of Interest	292	0	292	0		
-11,683	Capital Programme variations	-11,683	0	-11,683	0		
<b>43,908</b>	<b>Total including Capital Programme variations</b>	<b>55,384</b>	<b>1,408</b>	<b>55,384</b>	<b>0</b>		

The increase between the original and revised budget is partly due to the carry forward of funding from 2018/19, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2018/19 financial year. The phasing of a number of schemes have been reviewed since the published business plan. This still needs to be agreed by General Purposes Committee (GPC).

An additional grant has been awarded since the published business plan, this being Pothole grant funding.

A new grant has been awarded in 19/20 (£0.560m) via Highways England through the Department for Transport's (DfT) Designated Funds Programme providing a contribution to the feasibility, design and delivery of the Northstowe Heritage Facility.

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

## **King's Dyke**

The forecast outturn for 2019/20 is currently estimated at £9.4m, an underspend of £4.76m. This reflects the fact that there are contractor delays in completing the design and agreement of a final target construction cost. Therefore, the construction is starting later than previously anticipated. Last year's underspend has been included in the figure above.

## **Ely Crossing**

The 2019/20 budget of £1m is currently anticipated to be on budget. Expenditure on the scheme now relates to finalising the construction contract value for the bypass, the underpass scheme, landscaping and accommodation works, land compensation claims and statutory undertakers' final claims. These items are subject to negotiations which are currently underway. The timescales for resolution of such claims is uncertain, especially for land compensation, as claims for compensation are often significantly higher than the County Council's evaluation and negotiations can become protracted.

## **Huntingdon West of Town Centre Link Road**

The 19/20 budget of £891k is currently anticipated to be on budget. Expenditure on the scheme now relates to land compensation claims and negotiations which are currently underway. The timescales for resolution of such claims is uncertain as claims for compensation are often significantly higher than the County Council's evaluation and negotiations can become protracted.

## **Cycling Schemes**

### **- Delivering the Transport Strategy Aims**

The forecast outturn for 2019/20 is estimated at £395k. Current spend is below forecast as, although works are complete on the final phase of Huntingdon Road, billing has not yet been processed.

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

The forecast outturn for 2019/20 is £1.8m and spend is currently below forecast. The construction contract, that has been let to Tarmac, covers Chisholm Trail Phase One and Abbey-Chesterton Bridge and to date the costs have been charged to Chisholm Trail. Once costs are apportioned and charged back to the bridge, spend will increase more in line with forecast.

### **- St Neots Northern Footway & Cycle Bridge**

The forecast outturn for 2019/20 is estimated at £400k. Spend is currently below forecast as consultants have not yet issued invoices for payment.

## Capital Funding

2019/20				
Original 2019/20 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2019/20 £'000	Forecast Spend - Outturn (May) £'000	Forecast Funding Variance - Outturn (May) £'000
17,781	Local Transport Plan	17,781	17,781	0
0	Other DfT Grant funding	1,856	1,856	0
500	Other Grants	650	650	0
4,887	Developer Contributions	4,309	4,309	0
18,275	Prudential Borrowing	22,072	22,072	0
16,973	Other Contributions	20,107	20,107	0
<b>58,416</b>		<b>66,775</b>	<b>66,775</b>	<b>0</b>
<b>-11,391</b>	Capital Programme variations	-11,391	-11,391	0
<b>47,025</b>	<b>Total including Capital Programme variations</b>	<b>55,384</b>	<b>55,384</b>	<b>0</b>

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

Funding	Amount (£m)	Reason for Change
Revised Phasing (Specific Grant)	0.00	Rephasing of grant funding
Additional Funding (Section 106 & CIL)	-0.58	Additional developer contributions to be used for a number of schemes
Revised Phasing (Other Contributions)	3.16	Revised phasing of King's Dyke spend.
Additional Funding / Revised Phasing (DfT Grant)	2.71	Roll forward and additional Grant funding – Challenge Fund (£0.708m), Safer Roads Fund (£0.146m), Cycle City Ambition Grant (£0.494m), Pothole Action Fund (£0.802m) and Northstowe Heritage Centre (£0.560m).
Additional Funding / Revised Phasing (Prudential borrowing)	6.10	Additional funding required for increased costs for Ely Crossing (£0.469m). Rephasing of Investment in Connecting Cambridgeshire (£5.633m)

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

Economy and Environment

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

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



Place and Economy Operational Indicators

Outcome: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us									
Measure	Frequency	Previous period	Target	Actual	Date of latest data	Direction of travel (up is good, down is bad)	Current month RAG Status	Year-end prediction RAG Status	Comments
Place and Economy Operational Indicators (both E&E and HCI)									
% of Freedom of Information requests answered within 20 days	Monthly	70.6%	90%	75.0%	Apr-19	↑ High is good	Off Target	On Target	A total of 32 Freedom of Information Requests were received during April 2019. 24 of these were responded to within the 20 working day deadline. Heads of Service are working with colleagues in the Information & Records service to imbed a new response process following a business support restructure in late 2018.  The year end performance is 75% which is 15 percentage points off the target.
% of complaints responded to within 10 days	Monthly	91%	90%	76%	Apr-19	↑ High is good	Off Target	On Target	25 complaints received for April, 19 were responded to within the 10 working days giving a 76% pass rate. The end of year performance is a <b>76%</b> pass rate.

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

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

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

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

Update as at 29.05.2019

## CAMBRIDGE CITY WORKS PROGRAMME

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

<b>Total LHI Schemes</b>	<b>22</b>
<b>Total Completed</b>	<b>21</b>
<b>Total Outstanding</b>	<b>1</b>

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

<b>Total LHI Schemes</b>	<b>39</b>
<b>Total Completed</b>	<b>38</b>
<b>Total Outstanding</b>	<b>1</b>

Cllr Taylor 30CPX01643	Queen Edith	Queen Edith Way	MVAS (Mobile Vehicle Activated Sign)	<b>RED</b>	Issue discussed with Cty Cllr via email. Interim way forward agreed with CCC operating the devices until ongoing liability issue is resolved with the city council. CCC now reviewing mounting locations and permissions from BBLP with regards to utilising existing lamp columns. Waiting on response to email from Cllr Taylor regarding possible locations for locating the device. BBLP to be consulted once response from CC received. <b>No response received from CC to date.</b>
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Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2018/19					

<b>Total LHI Schemes</b>	<b>27</b>
<b>Total Completed</b>	<b>22</b>
<b>Total Outstanding</b>	<b>5</b>

Cllr Jones 30CPX02274	Petersfield	Mill Road	Extend Traffic Regulation Order (TRO) operation	RED	Feedback from Cty Cllr regarding how they wish to proceed following TRO process. Attempts made to tie this in with the 19/20 Local Highways Improvement Scheme (LHI) for the same proposal on the opposite side of the bridge. Will carry over as a result, however Cty Cllr has subsequently decided to deliver the schemes separately due to lead in times. Scheme submitted for TC 15/04/19
Cllr Taylor 30CPX02278	Queen Ediths	Hills Road	Cycle Racks and hardstanding	RED	Scheme with City Council and to be delivered by them. Will be carried over due to design lead in times. City council chased, response and revised designs received 08/03. Design to be revised again and then submitted for pricing. <b>Redesign received, to be submitted to contractor 27/05/19 for pricing. to be delivered with city footway schemes.</b>
Cllr Richards 30CPX02279	Castle	Mnt Pleasant/Shelly Row/Albion Row	20 mph zone	RED	Scheme with City Council and to be delivered by them. Will be carried over due to design lead in times. Consultation running through April. Once complete this will be sent off for costing. Estimated delivery on site - June / July 2019. <b>Waiting on designs from City Council. Chased w/c13/05.</b>
Cllr Crawford 30CPX02285	Cherry Hinton	Church End	Point closure to prevent through traffic	RED	Scheme will carry over into new Financial Year. Currently awaiting safety audit on proposed give way feature. Delays to date due to scope changes from original LHI application and investigation on suitable solutions by officers. Scheme currently being safety audited. <b>Residents being consulted with proposed design w/c 27/05.</b>
Cllr Jones 30CPX02296	Petersfield	Great Northern Road	Zebra crossing	RED	Sent to BBLP for lighting design 06/12, still waiting on this. Need lighting design before the scheme can be sent off for stage 2 safety audit. Cty Cllr aware. Delivery now expected July 2019.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes 19/20					
<b>Total LHI Schemes</b>		<b>26</b>			
<b>Total Completed</b>		<b>0</b>			

Total Outstanding		26			
Cllr Noel Kavanagh	Romsey	Mill Rd	Extension to existing parking restrictions	AMBER	Informal consultation delayed due to local elections, officer concerns over delivery timescale as a result of this due to TRO process.
Lilian Rundblad	Arbury	Carisbrooke Road	Parking restrictions on the corners of Warwick Rd and Histon Rd and along Carisbrooke Rd	GREEN	Design complete - sending to applicant for review
Cambridge University Cycling and Walking Subgroup	City Wide	Citywide	Improve cyclist safety	GREEN	Awaiting Site Visit with applicant
Christina Leadlay	Arbury	Clarendon Rd	Bollards	GREEN	Awaiting Site Visit with applicant
Cheney-Anne Payne	Arbury	Histon Rd	MVAS	GREEN	To be tied in with similar schemes around the county and delivered as one package. Units to be operated by CCC until agreement reached with City council once they arrive in stock.
Dr Jocelynn A. Scutt	Castle/Market/Arbury	Jesus Lock Bridge	Installation of a street light and improved signage	GREEN	Site visit complete 21/05. Now designing.
Elisa Meschini	Kings Hedges	Moore Cl	Parking restrictions, Double Yellow Lines (DYLs) proposed	GREEN	Design complete - sending to applicant for review
Elisa Meschini	Kings Hedges	Middleton Cl/ Milton Rd junction	Parking restrictions, DYLs proposed	GREEN	Design complete - sending to applicant for review
Cllr Joan Whitehead	Abbey	Wadloes Rd	Parking restrictions (extension of DYLs past McDonalds)	GREEN	Design complete - sending to applicant for review
Hanover and Princess Courts Associations	Petersfield	George IV St	Parking restrictions, DYLs proposed	GREEN	Design complete - sending to applicant for review
Netherhall School	Queen Edith's	Queen Edith's Way	MVAS	GREEN	To be tied in with similar schemes around the county and delivered as one package. Units to be operated by CCC until agreement reached with City council once they arrive in stock.
Cllr Noel Kavanagh	Romsey	Cromwell Rd	Parking restrictions	GREEN	Design complete - sending to applicant for review
Cllr Mike Sargeant	Chesterton	Hurst Park Avenue	Installation of 2no. additional street lights	GREEN	Designs now with BBLP 1005 awaiting quotation for installation.
Rosy Moore	Romsey/Petersfield	Carter Bridge	Lining works on the bridge	GREEN	Design complete - submitted for target cost. Work to be installed July 2019.
Cllr Sandra Crawford/ various applicants	Cherry Hinton	Walpole Rd/ Cherry Hinton Rd junction	Raised table	GREEN	Awaiting Site Visit with applicant
Cllr Mike Sargeant	Chesterton	Chesterton Hall Crescent	New street light	GREEN	Designs now with BBLP 1005 awaiting quotation for installation.
Cllr Mike Sargeant	Chesterton	Hurst Park Estate	Parking restrictions in the area, DYLs proposed	GREEN	Design complete - sending to applicant for review
Cllr Mike Sargeant	Chesterton	Springfield Rd	New street light	GREEN	Designs now with BBLP 1005 awaiting quotation for installation.
Cllr Amanda Taylor	Queen Edith's	Holbrook Rd	Speed cushions	GREEN	Awaiting Site Visit with applicant
Cllr Noel Kavanagh	Romsey	Hobart St	Road markings and signs at Marmora Rd/Hobart Rd junction	GREEN	Site visit complete, now designing.
Cllr Claire Richards	Castle	Garden Walk	New street light	GREEN	Designs now with BBLP 1005 awaiting quotation for installation.
Cllr Mike Sargeant	Chesterton	Hurst Park Estate	MVAS	GREEN	To be tied in with similar schemes around the county and delivered as one package. Units to be operated by CCC until agreement reached with City council once they arrive in stock.

Elisa Meschini	Kings Hedges	Basset CI	New street light	GREEN	Designs now with BBLP 1005 awaiting quotation for installation.
Elizabeth Eaton	Abbey	Newmarket Road	Improvements to the pedestrian crossing	GREEN	Awaiting Site Visit with applicant
Norman Benton	Queen Edith's	Rotherwick Way	Parking restrictions	GREEN	Design complete - sending to applicant for review
Colin McGerty	Queen Edith's	Rotherwick Way	New street light	GREEN	Designs now with BBLP 1005 awaiting quotation for installation.

## SOUTH CAMBRIDGESHIRE WORKS PROGRAMME

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

Total LHI Schemes		25*			
Total Completed		18			
Total Outstanding		7			
Cllr Batchelor 30CPX02364	Balsham	High Street	Zebra	RED	Due to issues with developer this will be carried into next year. Will focus this year on getting flashing signs installed and progress zebra as far as possible. Site meeting being arranged with development management to push developer along. PC aware.
Cllr Howell 30CPX02351	Bourn	High Street	Footpath widening	RED	Scheme will be carried over as TTRO is needed for the work. Scheme to be delivered May / June 2019. Parish and Cty Cllr made aware. Awaiting TC for work from contractor. Submitted for costing start of April.
Cllr Howell 30CPX02365	Cambourne	School Lane	Zebra	RED	Scheme will carry over due to lead in times with BBLP for lighting works. NOI being advertised in press next week and scheme submitted for TC end of WC 29/04/19
Cllr Smith 30CPX02353	Elsworth	Brockley Road	20 mph zone (previously GW feature)	RED	PC have now requested a 20mph zone, scope agreed, now collecting speed data through village to evidence change in limit. Speed boxes have been put up and data is now being reviewed, response to be sent to the PC and County Cllr regrading the captured data by 10/05/19. <b>Site meeting arranged 19/06/19 with CC and PC to discuss results of survey and how to proceed as results don't support 20 mph zone.</b>

Cllr Joseph 30CPX02367	Grantchester	Village wide	20 limit/traffic calming/village gateways/DYs	RED	Delays due to scope changes from the parish council. Design now agreed and submitted for auditing. Due to lead in times the scheme will be carried over into next FY. However the lining and 20mph zone works will be delivered this FY, with priority build outs in June / July 19.
Cllr Hickford 30CPX02360	Newton	Whittlesford Road/Cambridge Road/Fowlmere Road	Speed cushions/lining adjustments	RED	Due to lead in times the scheme will carry over into new FY. Parish and Cty Cllr made aware of this. Design currently being reviewed and will, subject to PC consent be packaged together with similar schemes from 19/20 LHI process to deliver best value for money.
Cllr Wotherspoon 30CPX02356	Rampton	King Street	Street light	RED	Due to UKPN issues, suggested to the PC that the scheme is not delivered. Awaiting PC response. PC chased, and they wont make a decision until April 19 at their next meeting.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
<b>Current Schemes 19/20</b>					
<b>Total LHI Schemes</b>		<b>18</b>			
<b>Total Completed</b>		<b>0</b>			
<b>Total Outstanding</b>		<b>18</b>			
Topping	Thriplow PC	Village Wide	Signage and road marking improvements	GREEN	Site visit complete. Now designing.
Batchelor	Horseheath PC	Horseheath Bypass	Speed limit reduction to 50mph, crossing points improvements, unsuitable for HGVs at Howards Lane	AMBER	JT to design and consult with PC. Police and GCP aware. Works to tie in with wider GCP scheme for the A1307 route. Dependent to some extent on GCP delivery timescale.
Harford	Hardwick PC	Village Wide	MVAS	GREEN	Tied into countywide MVAS package. MOU returned by PC and PC is currently arranging permissions with SCDC for mounting on existing lamp columns.
Jenkins	Histon and Impington PC	Village Wide	Footpath Improvements	GREEN	Site visit complete. Design complete. Submitted to contractor for pricing 20/05.
Smith	Swavesey PC	Rose and Crown Road	30mph speed limit extension + 40mph buffer zone + dragon's teeth marking	GREEN	Awaiting date for site visit, applicant contacted.
Wotherspoon	Cottenham PC	Histon Road	Soft traffic calming	GREEN	Awaiting date for site visit, applicant contacted.
Hickford	Fowlmere PC	Village Wide	20mph Speed Limit in village with speed cushions	GREEN	Awaiting date for site visit, applicant contacted.
Topping	Whittlesford PC	Duxford Road	School solar powered flashing signs and various road markings.	GREEN	Design sent to PC for review 16/04/19
Van Den Ven	Bassingbourn - cum - Kneesworth PC	Guise Lane	Modifications to traffic island and parking restrictions	GREEN	Site visit planned for 28/05 with applicant. Initial design completed.
Hudson	Oakington and Westwick PC	Dry Drayton Road	40mph Speed Limit	GREEN	PC have accepted proposed design and are going to make residents aware. Scheme to be tied in with similar in South for TRO's
Howell	Cambourne PC	Eastgate	Zebra Crossing	GREEN	JOD to arrange site visit. Road to be adopted by the end of 19/20 - advised by DM team. No impact on scheme delivery.
Topping	Pampisford PC	Brewery Road	Central Island	GREEN	Site meeting completed 17/05, now designing.
Hickford	Sawston PC	Church Lane	Parking Restrictions	GREEN	Design sent to PC for review 16/04/19



Bradman	Fen Ditton PC	Wright's Close	Parking Restrictions	GREEN	Design sent to PC for review 16/04/19
Batchelor	Linton PC	The Grip	Sign and line improvements plus passive traffic calming. Plus MVAS.	GREEN	Design approved and sent to contractor on 20th May for pricing.
Hickford	Newton PC	Harston Road	Round top speed table	GREEN	Site visit 15/04/19 - look to tie in the carryover Newton LHI on Whittlesford Road. Design started 07/05.
Topping	Ickleton PC	Frogge End	Priority Build Out	GREEN	Design sent to PC for review/approval 10/04/19
Smith	Fen Drayton PC	The Rosary	Removal of existing central kerbed feature and new junction layout	GREEN	Design sent to PC for review/approval 10/04/20

## HUNTINGDONSHIRE WORKS PROGRAMME

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

Total LHI Schemes	24
Total Completed	23
Total Outstanding	1

Cllr Wisson 30CPX01574	St Neots	Loves farm	Managed parking control scheme for the whole estate	RED	Formal consultation completed and work now submitted for target cost. Delays in scheme to date have largely been down to the amount of consultation required and the level of stakeholder interest in the proposed changes to the existing highway layout. This has also required reconciling with the previous scheme delivered in 15/16 through Longsands area of St Neots. Delegated decision taken on 4th March 2019. Implement the Scheme on the Southern part of the Love's Farm plus in selected locations further North. Target Cost requested in March 2019. Awaiting Target Cost.
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Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	
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Carried Forward from 2018/19

Total LHI Schemes	23*
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\*includes 1 x A14 community funded schemes

Total Completed		14			
Total Outstanding		9			
Cllr Wells 30CPX02335	Little Paxton	Mill Lane	Zebra crossing	RED	Target cost received 14/05/19. Scheme likely to cost over x2 original budget estimate. This issue is being escalated to a higher level. The Parish Council have been advised of the increased cost.
Cllr Sanderson 30CPX02328	Huntingdon	California Road	Speed table	RED	Road closure submitted 09/04/19. Order raised LA 430908 in April 2019.
Cllr Sanderson 30CPX02329	Huntingdon	Various Streets	Various parking restrictions	RED	TC requested 15/05/19 Delegated Decision carried-out & completed. Now involving Democratic Services + Councillor
Cllr Shellens 30CPX02330	Huntingdon	Sapley Road	Replace give way feature with speed table, install pair of speed cushions	RED	Town Council have agreed additional funding for scheme. Scheme will carry over to 2019/20 Revised TC requested Jan 2019. Road closure req. 25/02/19 TC chased-up. TC received and Order placed with Skanska on 31 May 2019. Works Order Number is 307649.
Cllr Giles 30CPX02337	St Neots	Nelson Road / Bushmead Road	Junction widening and improvements	RED	Trial holes complete. Need to serve notice on utility companies as they are at incorrect depths. Detailed design almost complete. Likely to run into new FY.
Cllr Costello 30CPX02332	Ramsey Heights	Uggmere Court Road	MVAS, gateways and improved signing/lining	RED	(MVAS) cost £2748. Order raised & LA-Code established on 02-May-19. Skanska organising & coordinating the works.
Cllr Fuller 30CPX02327	St Ives	Marley Road	Improve warning signs/lines	RED	Awaiting start date. Ordered placed with Skanska on 09-Apr-19
Cllr Downes 30CPX02334	Brampton	Village area	20mph limit around village	RED	Formal consultation complete, objections to scheme. Delegated decision recently undertaken. Target cost to be submitted soon. Look to implement Jun/Jul-19
Cllr Rogers 30CPX02345	Abbots Ripton	B1090 / Station Rd / Huntingdon Rd	MVAS and 40mph buffer zones on each village approach	RED	Request for new TC sent 22.03.2019 Awaiting Target Cost and chased with contractor.

Current 19/20 LHI Schemes					
Total LHI Schemes		20			
Total Completed		0			
Total Outstanding		20			
Julie Wisson	Waresley-cum-Tetworth	B1040 Gamlingay Road/ B1040 Manor Farm Road	40mph Buffer Zones	GREEN	Prelim Plans approved by Parish Council 24/04/19
Steve Criswell	Earith	Meadow Lane/ Colne Road/ High Street	MVAS	GREEN	Procurement of MVAS being managed as a group purchase covering many projects across the whole county.
Steve Criswell	Pidley	B1040 High Street/ Oldhurst Road	Give Way feature	GREEN	Site Inspection undertaken and now in Preliminary Design
Julie Wisson	St Neots	Loves Farm	Removal and relocation of Give Way features	GREEN	Site Inspection undertaken and now in Preliminary Design



Peter Downes	Buckden	B661 Perry Road	40mph Buffer Zone and gates	GREEN	Site Inspection undertaken and now in Preliminary Design
Steve Criswell	Bluntisham	Bluntisham Heath Road, Wood End	Relocate 30mph speed limit, install Give Way feature, install 40mph Buffer Zone	GREEN	Site Inspection undertaken and now in Preliminary Design
Kevin Reynolds	Needingworth		New Footway	GREEN	Site Inspection undertaken and now in Preliminary Design
Ian Bates	Hilton	B1040 St Ives Roa/ Potton Road	MVAS	GREEN	Procurement of MVAS being managed as a group purchase covering many projects across the whole county.
Ian Gardener	Hail Weston	High Street	Speed Reduction	GREEN	Met with PC 24/04/19 agreed scheme as MVAS and village wide 20 limit.
Ian Gardener	Tilbrook	Station Road	30mph speed limit	GREEN	Site Inspected on 28-Mar-19, CM & SBS. Clarification mtg held in April with previous designer.
Graham Wilson	Godmanchester	B1044 Cambridge Road	Parking Restrictions	GREEN	Prelim Plan approved by Town Council. Local informal consultation 26/04/19 to 17/05/19
Simon Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	GREEN	Site drive-through undertaken by PM on 17th May 2019. Site survey undertaken by Graduate Eng. on 21st May 2019. Drawings currently being prepared.
Kevin Reynolds	St Ives	Needingworth Road	Pedestrian Crossing	GREEN	Site Inspection undertaken and now in Preliminary Design
Ian Gardener	Winwick	B660	30mph speed limit	GREEN	Prelim plans approved by Parish meeting. PC to assist with local informal consultation.
Julie Wisson	Abbotsley	B1046 High Street/Pyms Garden/ High Green/ Blacksmith Lane/ Pitsdeam Road	20mph Speed Limit	GREEN	Prelim plans sent to Parish Council for approval
Terence Rogers	Upwood & The Raveleys	Raveley Road	Give Way Feature Great Raveley	GREEN	Prelim plans approved by Parish meeting. Site visit undertaken on 30th May 2019. Prelim plans to be re-submitted on 3rd June 2019 following their request for additional road markings. Parish to propose their preferred gateway sign following their meeting on 3rd June 2019.
Ian Bates	Hemingford Abbots	High Street	Parking Restrictions	GREEN	Site Inspected on 28-Mar-19, CM & SBS Clarification mtg held in April with previous designer.
Simon Bywater	Elton	Village Area	Replace and renovate conservation lighting columns	GREEN	Invoice received from Elton PC
Terence Rogers	Warboys	B1040 Fenton Road	Give Way Feature and warning signs	GREEN	Site Inspection undertaken and now in Preliminary Design
Terence Rogers	Abbots Ripton	Wennington Village Area	MVAS	GREEN	Procurement of MVAS being managed as a group purchase covering many projects across the whole county.

## FENLAND WORKS PROGRAMME

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
<b>Carried Forward from 2018/19</b>					

Total LHI Schemes		13			
Total Completed		7			
Total Outstanding		6			
Cllr King 30CPX02321	Wisbech St Mary	Leverington Common	Lining/ coloured surfacing at Bellamy's Bridge	RED	Works ordered, programmed delivery date 28/05/19, duration 3 days. Works to take place under a road closure.
Cllr Count & Cllr French 30CPX02323	Christchurch	Upwell Road	Gateway feature at Upwell Road & upgrade existing cross road warning sign	RED	Signs and gates installed, however incorrect gate installed Skanska will be rectifying.
Cllr King 30CPX02316	Wisbech St Mary	High Road	Reduced localised speed limit with 40mph buffer & traffic calming	RED	Signs completed, awaiting lining.
Cllr Count & Cllr French 30CPX02325	March	FP between Suffolk Way & Eastwood Avenue	Install bollards/ kissing gate	RED	Re-design is required as the scheme installed did not meet the expectations of the applicant and did not solve the objective, awaiting FDC permissions to install.
Cllr King 30CPX02320	Gorefield	High Road	Gateway feature on east & west approach	RED	Works undertaken on site, need to confirm that they match original design (scheme designed by engineer who has now left the authority)
Cllr Tierney & Cllr Hoy 30CPX02314	Wisbech	Colville Road/ Trafford Road	Build out inc. cushion	RED	Following TRO process residents now request scheme is withdrawn, waiting on feedback from County Cllr for area. Cllr has provided further correspondence saying he did not request scheme removal. In correspondence with Cllr & designer to confirm the way forward.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
<b>Current Schemes 2019/20</b>					
Total LHI Schemes		17			
Total Completed		0			
Total Outstanding		17			
Cllr Tierney	Wisbech	Cherry Road	Parking restrictions (Possible DYLS)	GREEN	In preliminary design
Cllr French / Cllr Count / Cllr Gowing	March	Various	MVAS	GREEN	Working with Skanska to deliver as a package throughout the county.

Cllr Connor	Doddington	Benwick Road	Footway improvements	GREEN	In preliminary design
Cllr Connor / Cllr Costello	Pondersbridge	B1040 (Ramsey Road, Herne Road) & Oilmills Road	Traffic calming	GREEN	In preliminary design, met with Cllr Connor and residents on 20/05/19 to discuss.
Cllr King	Tydd St Giles	Broad Drove East	Speed limit reduction (buffer zone)	GREEN	Preliminary design complete, PC have approved, progressing to target cost
Cllr King	Newton	Various	MVAS	GREEN	Working with Skanska to deliver as a package throughout the county.
Cllr Hoy	Wisbech	Station Drive	Parking restrictions (Possible DYLS)	GREEN	In preliminary design
Cllr Boden	Whittlesey	Stonald Road	MVAS	GREEN	Working with Skanska to deliver as a package throughout the county.
Cllr Hoy	Wisbech	Rectory Gardens	Motorcycle prohibiton & signs	GREEN	In preliminary design
Cllr French / Cllr Count	Wisbech St Mary	Station Rd & High Rd	MVAS & Soft traffic calming	GREEN	Working with Skanska to deliver as a package throughout the county.
Cllr Gowing	Wimblington	Sixteen Foot Bank	Warning signs & SLOW markings	GREEN	In preliminary design
Cllr French / Cllr Count	March	Hundred Road	Footpath extension	GREEN	In preliminary design
Cllr King	Parson Drove	Sealeys Lane	New footway connecting with northern housing	GREEN	Works completed, site to be checked
Cllr Boden / Cllr Connor	Whittlesey	Various	Double yellow lines at numerous locations throughout the town	GREEN	In preliminary design, have met TP on site to discuss scheme
Cllr King	Leverington	A1101 & Various	MVAS	GREEN	Working with Skanska to deliver as a package throughout the county.
Cllr French / Cllr Count	Christchurch	MVAS	Speeding throughout the village	GREEN	Working with Skanska to deliver as a package throughout the county.
Cllr King	Gorefield	High Road	40mph buffer zone	GREEN	In preliminary design

## **EAST WORKS PROGRAMME**

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

Total LHI Schemes		13			
Total Completed		10			
Total Outstanding		3			
Cllr Dupre 30CPX01609	Witchford	Main Street	Footway Widening	RED	Works were held back to be delivered with their 18/19 LHI Scheme as it made sense to package together. However we have encountered issues with the current placement of the bus stand (as per comments below). Scheme to be split into separate works to prevent further hold up. Order has been raised 23/05/19 awaiting programme date from Skanska, however anticipated summer holidays as outside school.

Cllr Schuman 30CPX01607	Burwell	Ness Road	Safer crossing point and speed reduction / calming	RED	Remedial works complete, with the exception of lining (programmed 13/05). BBLP having issues with connecting up one side due to Cadent.
Cllr Schuman 30CPX01610	Fordham	Isleham Road	40mph speed limit from Barrowfield Farm. Raised Zebra crossing outside the school.	RED	Works predominantly complete, further lining to be completed. BBLP need to connect, seeking permission from school.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
<b>Carried Forward from 2018/19</b>					

Total LHI Schemes		12			
Total Completed		8			
Total Outstanding		4			
Cllr Dupre 30CPX01609	Witchford	Main Street	Raised table	RED	Scheme to be split into separate works to prevent further hold up. Target cost received, needs to be broken down (awaiting info from Skanska). School & Parish Council are discussing issues relating to the design, awaiting confirmation of how to proceed.
Cllr Dupre 30CPX02308	Sutton	High Street	Junction re-prioritisation	RED	Delegated decision undertaken 23.04.2019, scheme to progress. Works ordered 30th April 2019 and awaiting start date.
Cllr Schuman 30CPX02304	Fordham	Mildenhall Road, Church Street junction	Improve sign and lining at junction	RED	Work commenced. Signing complete, lining still to be completed.
Cllr Bailey 30CPX02311	Ely	Forehill	Shallow table at bottom of Forehill	RED	Works programmed for 10th June. Cllrs informed, residents letters to be sent out w/c 27/05

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
<b>Current Schemes 2019/20</b>					

Total LHI Schemes		12
Total Completed		0
Total Outstanding		12

Cllr Goldsack	Soham Primary School	Kingfisher Drive	Pedestrian crossing facility - possible zebra crossing	GREEN	
Cllr Shuter	Cheveley	Ashley Rd / Centre Dr / Duchess Dr	Speed limit reductions with traffic calming	GREEN	In preliminary design.
Cllr Every	Ely	Cam Drive	School wig-wags	GREEN	Preliminary design sent to applicant, awaiting response
Cllr Schumann	Chippenham	New Street	Warning signs and SLOW marking	GREEN	Applicant has requested scheme is removed.
Cllr Ambrose Smith	Littleport	Various	MVAS*2	GREEN	Working with Skanska to deliver as a package throughout the county.
Cllr Hunt	Wilburton	A1123 & Various	Methyl Methacrylate (MMA) lining and MVAS	GREEN	Working with Skanska to deliver as a package throughout the county, lining to be tied in with signals upgrade.
Cllr Dupre	Coveney	Park Close / School Lane / Gravel End	40mph buffer zone	GREEN	In preliminary design.
Cllr Shuter	Burrough Green	Brinkley Road (Burrough End)	Bend improvements - signing & lining	GREEN	In preliminary design.
Cllr Every / Cllr Bailey	Ely	Various	MVAS*3	GREEN	Working with Skanska to deliver as a package throughout the county.
Cllr Goldsack	Isleham	Beck Road & Maltings Lane	20mph zone & traffic calming	GREEN	Site visit undertaken, in preliminary design
Cllr Dupre	Mepal	Witcham Rd & Sutton Rd	Improve speed limit entry visibility - signs & lines	GREEN	In preliminary design.
Cllr Schumann	Burwell	Various	MVSA*2	GREEN	Working with Skanska to deliver as a package throughout the county.

## COUNTRYWIDE SUMMARY

Update as at the 31.05.2019

Removed 1st January 2017 to Date	89
Planted 1st January 2017 to Date	82

## CAMBRIDGE CITY TREE WORKS

Total Removed in Current Month	APRIL	0
Total Planted in Current Month	APRIL	0

### Removed narrative

District	Parish	Location	Number of trees	Reason Removed	ClIr Informed	Parish informed	Removal Date	Replace Date	ClIr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered	
City	Coleridge	Coldhams Lane	6	Subsidence	NA	NA	NA	With City	Sandra Crawford	Working with City Council Tree Team, who notify ClIr/Parish	
City	Castle	Frenchs Road	1	Obstruction	NA	NA	NA	With City	Jocelyne Scutt	Working with City Council Tree Team, who notify ClIr/Parish	
City	Castle	Mitchams Corner	3	Obstruction	NA	NA	NA	With City	Claire Richards	Working with City Council Tree Team, who notify ClIr/Parish	
City	Newnham	Skaters Meadow	1	Obstruction	NA	NA	NA	2019-03-25	Lucy Nethsingha	ClIr aware. Tree now replaced.	
Removed 1st January 2017 to Date			11								
Planted 1st January 2017 to Date			3								

### Planted narrative

City	Newnham	Skaters Meadow	3					2019-03-25		3 Trees planted at Skaters Meadow Newnham.
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## SOUTH TREE WORKS

Total Removed in Current Month	APRIL	0
Total Planted in Current Month	APRIL	0

### Removed narrative

District	Parish	Location	Number of trees	Reason Removed	ClIr Informed	Parish informed	Removal Date	Replace Date	ClIr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
South	Comberton	Kentings	1	Diseased / Dead	N/A	N/A	2017-06-23	N/A	Lina Nieto	This came from the tree officer at the Parish Council - No request for a replacement tree - LA 408915



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

Removed 1st January 2017 to Date	31
Planted 1st January 2017 to Date	1

**Planted narrative**

South	Little Wilbraham	O/s 89 High Street	1					2018-08-07	John Williams	1 Tree planted O/s 89 High Street Little Wilbraham to replace 1 obstructing/ causing flagstones to lift.
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## EAST TREE WORKS

Total Removed in Current Month	APRIL	0
Total Planted in Current Month	APRIL	0

### Removed narrative

District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Replace Date	Cllr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
East	Ely	The Gallery	1	Diseased / Dead	2017-09-01	2017-09-01	2017-06-22	2018-07-09	Anna Bailey	The Gallery Ely – Trees felled following assessment by Tree Officer, Replacements planted, Cllrs informed (01/09/2017)
East	Littleport	Queens Road no.5	1	Diseased / Dead	2017-03-24	2017-03-24	2017-05-03	2018-07-16	David Ambrose Smith	5 Queens Road Lport – Tree felled following assessment by Tree Officer, Replacement planted, Cllr informed (23/03/2017)
East	Ely	Angel Drove	1	Diseased / Dead	2017-09-01	2017-09-01	2017-06-22	2018-08-28	Anna Bailey	Removed following assessment by Tree Officer, replacement tree agreed with Cllr for the Gallery Ely
East	Ely	Main St, Lt Thetford No.16	1	Diseased / Dead	2018-09-20	2018-08-02	2018-09-19	TBC	Bill Hunt	Dead tree removed (19/09/18), following Tree Officer Assessment, Awaiting instructions from Parish about replacement. Cllr aware, but not informed. I will inform Cllr officially once there is further information about the outcome of the replacement. SA
East	Ely	St Catherines	1	Diseased / Dead	2018-07-11	2018-07-11	2018-08-28	2019-01-07	Anna Bailey	St Catherines Ely – Tree felled following results of PICUS test, Replacement ordered, Cllr informed (11/07/2018)
East	Ely	Lynn Road 83a/85	1	Natural Disaster	2018-07-11	2018-07-11	2018-07-11	TBC	Anna Bailey & Lis Every	Natural disaster – Replacement Tree ordered, Cllrs informed (11/07/2018) - LA418175
East	Ely	The Gallery	1	Diseased / Dead	2017-09-01	2017-06-22	Jan-June 2017	2018-07-09	Anna Bailey	The Gallery Ely – Trees felled following assessment by Tree Officer, Replacements planted, Cllrs informed (01/09/2017)
East	Burwell	Causeway	1	Diseased / Dead	2018-11-19	2018-11-19	2018-11-19	TBC	Josh Schumann	Awaiting funds

Removed 1st January 2017 to Date	8
Planted 1st January 2017 to Date	75

### Planted narrative

East	Witchford	plot of land	70					2019-03-00	Lorna Dupre/Anna Bailey	70 trees planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
East	Ely	The Gallery	2					2018-07-09	Anna Bailey	2 Trees planted The Gallery Ely replacing 2 diseased / dead.
East	Littleport	Queens Road no.5	1					2018-07-16	David Ambrose Smith	1 Tree planted Queens Rd no. 5 Littleport. Replacing 1 diseased / dead.
East	Ely	Angel Drove	1					2018-08-28	Anna Bailey	1 Tree planted Angel Drove Ely. Replacing 1 diseased / dead.
East	Ely	St Catherines	1					2019-01-07	Anna Bailey	1 Tree planted St Catherines Ely. Replacing 1 diseased / dead.



## FENLAND TREE WORKS

Total Removed in Current Month	APRIL	0
Total Planted in Current Month	APRIL	0

Removed Narrative										
District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Replace Date	Cllr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
Fenland	Wisbech	Westmead Avenue	1	Diseased / Dead	2018-02-20	2018-02-20	2017-06-03	TBC	Samantha Hoy	Tree removed following assessment by Tree Officer. Cllr Hoy informed.
Fenland	March	Elliott Road (Avenue Jct with)	1	Diseased / Dead	2018-02-20	2018-02-20	2017-10-11	TBC	Janet French	Tree removed following assessment by Tree Officer. AH informed Cllr French 20/02/18 and chased 19/10/18 LA413063 To be confirmed - X1 previously on sheet to investigate
Fenland	Wisbech	Southwell Rd	1	Natural Disaster	2018-02-20	2018-02-20	2018-01-30	TBC	Simon Tierney	LA416416 Will ask SN to chase Cllr Hoy. Steve emailed Cllr Hoy 19/10/18 - Contacted Cllr Tierney 23/05/19 via email
Fenland	March	Elwyndene Road	1	Diseased / Dead	2018-05-21	2018-10-23	2018-05-21	TBC	Janet French	Cllr French informed 21/05/18 and chased 23/10/18 LA420182

Removed 1st January 2017 to Date	4
Planted 1st January 2017 to Date	0

## HUNTINGDON TREE WORKS

Total Removed in Current Month	APRIL	0
Total Planted in Current Month	APRIL	0

Removed narrative										
District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Replace Date	Cllr name	Other information needed: case progress, LA Code. Contact name, works ordered
Hunts	Eaton Ford	Orchard Close	2	Diseased / Dead	2018-03-27	2018-10-29	2017-01-19	TBC	Derek Giles	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Elton	Back Lane	1	Subsidence	2018-03-27	2018-10-29	2017-04-18	TBC	Simon Bywater	Tree felled as it was causing severe damage to a stone wall in a conservation area. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Fenstanton	Harrison Way	1	Diseased / Dead	2018-03-27	2018-10-29	2017-03-19	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Godmanchester	Cambridge Villas	3	Diseased / Dead	2018-03-27	2018-10-29	2017-06-06	2019-03-00	Graham Wilson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Trees replaced.
Hunts	Hartford	Longstaff Way	1	Subsidence	2018-03-27	2018-10-29	2017-06-27	TBC	Mike Shellens	Tree felled as it was causing damage to a house. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Hemingford Grey	The Thorpe	1	Natural Disaster	2018-03-27	2018-10-29	2017-05-11	TBC	Ian Bates	Tree fell following storm/high winds. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Huntingdon	Coldhams North	1	Diseased / Dead	2018-03-27	2018-10-29	2017-01-03	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree - Contacted Cllr Wilson 31.05.2019
Hunts	Huntingdon	Norfolk Road	2	Diseased / Dead	2018-03-27	2018-10-29	2017-01-03	TBC	Mike Shellens	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree

Hunts	Huntingdon	Queens Drive	1	Diseased / Dead	2018-03-27	2018-10-29	2017-03--7	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree. Contacted Cllr Wilson 31.05.2019
Hunts	St Ives	Ramsey Rd	1	Natural Disaster	2018-03-27	2018-10-29	2017-05-12	TBC	Ryan Fuller & Kevin Reynolds	Tree fell following storm/high winds. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Wyton	Banks End	1	Diseased / Dead	2018-03-27	2018-10-29	2017-06-02	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Yaxley	Windsor Rd	1	Diseased / Dead	2018-03-27	2018-10-29	2017-03-23	TBC	Mac McGuire	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Warboys	Mill Green	2	Subsidence	2018-03-27	2018-10-29	2017-06-21	TBC	Terence Rogers	Trees felled as it was causing damage to a house. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Fenstanton	Little Moor	1	Diseased / Dead	2018-03-27	2018-10-29	2017-10-23	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Hartford	Arundel Rd	1	Diseased / Dead	2018-03-27	2018-10-29	2017-11-15	TBC	Mike Shellens	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Huntingdon	Horse Common Lane	1	Diseased / Dead	2018-03-27	2018-10-29	2017-09-28	TBC	Tom Sanderson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	St Ives	Chestnut Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2017-07-04	TBC	Ryan Fuller	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	St Neots	Cromwell Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2017-10-31	TBC	Simone Taylor	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Yaxley	London Rd/Broadway	1	Natural Disaster	2018-03-27	2018-10-29	2017-07-17	TBC	Mac McGuire	Tree fell following storm/high winds. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Yaxley	Windsor Rd	1	Subsidence	2018-03-27	2018-10-29	2017-10-19	TBC	Mac McGuire	Tree felled as it was causing damage to a house. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Hilton	Graveley Way	1	Diseased / Dead	2018-03-27	2018-10-29	2017-11-23	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Brampton	Buckden Road O/S Golf Club	1	Natural Disaster	2018-10-17	2018-10-17	2018-02--5	TBC	Peter Downes	Near Golf Club Tree fell following storm/high winds. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Godmanchester	o/s School	1	Obstruction	2018-10-17	2018-10-17	2018-06-18	TBC	Graham Wilson	Tree felled as it was causing an obstruction for children crossing outside the school. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree. Contacted Cllr Wilson 31.05.2019
Hunts	Huntingdon	Claytons Way o/s no 13	1	Diseased / Dead	2018-10-17	2018-10-17	2018-05-18	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree. Contacted Cllr Wilson 31.05.2019
Hunts	Ramsey	Biggin Lane o/s 29	1	Natural Disaster	2018-10-17	2018-10-17	2018-03-21	TBC	Adela Costello	Tree fell following storm/high winds. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Ramsey Heights	Upwood Rd o/s Clad's Cottage	1	Diseased / Dead	2018-10-17	2018-10-17	2018-02-18	TBC	Adela Costello	Diseased poplar tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	St Ives	Ramsey Rd	1	Subsidence	2018-10-17	2018-10-17	2018-02-06	TBC	Ryan Fuller & Kevin Reynolds	Tree felled as it was causing damage to a house. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree. LA406202 Adj 15 Teal Close
Hunts	Hemingford Grey	High St o/s no 2	1	Diseased / Dead	2018-10-17	2018-10-17	2018-06-07	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree

Removed 1st January 2017 to Date	35
Planted 1st January 2017 to Date	3

**Planted narrative**

Hunts	Godmanchester	London Road	1					2019-03-00	1 Tree planted London Rd Godmanchester relacing 1 diseased/dead - Graham Campbell
Hunts	Godmanchester	Pettit Road	1					2019-03-00	1 Tree planted Pettit Road Godmanchester
Hunts	Godmanchester	Drove House	1					2019-03-00	1 Tree planted Drove House Godmanchester

## Summary of Place & Economy establishment (P&E) (new information)

The table below shows:

- Number of FTE employed in P&E
- Total number FTE on the establishment
- The number of “empty posts” on the establishment, these had previously been identified as vacancies. HR Advisory now receive better management information from ERP and are able to provide more accurate data:
  - o If a post has not been filled since April 2018 on ERP, these have been categorised as “empty posts” as opposed to vacant posts.
  - o If a position was filled but is now vacant they are categorised as “true vacancies”.
- There are now two percentage figures, one which shows the % of “empty posts” in the P&E establishment and one which shows the % of “true vacancies” in the P&E establishment.

### Notes on data:

- This is the first report since the Culture & Community Services moved from P&E to Housing, Communities & Youth under Adrian Chapman on 1<sup>st</sup> April 2019 therefore they have been removed from this report.
- We can now report that the % of “true vacancies” in P&E is 10.2%. There are 4.4% of posts in the establishment which will be reviewed and removed.

		Sum of FTE employed	Sum of Vacancy FTE (from establishment)	Sum of True Vacancies FTE	Total FTE on establishment	The % of total establishment which are “empty posts”	The % of total establishment which are “true vacancies”
<b>Grand Total</b>		<b>428.2</b>	<b>73</b>	<b>51</b>	<b>501.2</b>	<b>14.6%</b>	<b>10.2%</b>
Environmental & Commercial Services	Asst Dir - Environment & Commercial Services	1	0	0	1	0%	0%
	Energy	6.9	0	0	6.9	0%	0%
	Flood Risk Management	10.5	0.5	0	11	4.5%	0%
	Historic Environment	9.6	0	0	9.6	0%	0%
	County Planning Minerals & Waste	13	1	0	14	7.1%	0%
	Waste Disposal including PFI	8	0	0	8	0%	0%
	Outdoor Education (includes Grafham Water)	83.5	27.5	14	111	24.8%	12.6%
<b>Environmental &amp; Commercial Services Total</b>		<b>132.5</b>	<b>29</b>	<b>14</b>	<b>161.5</b>	<b>18%</b>	<b>8.7%</b>
Highways	Assist Dir - Highways	1	0	0	1	0%	0%
	Asset Management	12	1	1	13	7.7%	7.7%
	Highways Maintenance	39	2	8	41	4.9%	19.5%

	Highways Other	8	3	2	11	27.3%	18.2%
	Highways Projects and Road Safety	74	11	6	85	12.9%	7.1%
	Park & Ride	17	0	0	17	0%	0%
	Parking Enforcement	17	0	0	17	0%	0%
	Street Lighting	5	1	1	6	16.7%	16.7%
	Traffic Management	43.2	6	3	49.2	12.2%	6.1%
	<b>Highways Total</b>	<b>216.2</b>	<b>24</b>	<b>21</b>	<b>240.2</b>	<b>10%</b>	<b>8.7%</b>
Infrastructure & Growth	Asst Dir - Infrastructure & Growth	1	0	1	1	0%	100%
	Growth & Development	15	2	2	17	11.8%	11.8%
	Highways Development Management	16	0	0	16	0%	0%
	Major Infrastructure Delivery	30	10	6	40	25%	15%
	Transport & Infrastructure Policy & Funding	15.5	2	1	17.5	11.4%	5.7%
	<b>Infrastructure &amp; Growth Total</b>	<b>77.5</b>	<b>14</b>	<b>10</b>	<b>91.5</b>	<b>15.3%</b>	<b>10.9%</b>
Exec Dir	Executive Director	1	0	0	1	0%	0%
	Business Support	1	6	6	7	85.7%	85.7%
	<b>Exec Dir Total</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>75%</b>	<b>75%</b>



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

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

*Meeting Date:* **11<sup>th</sup> July 2019**

*From:* **Chief Executive**

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

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

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

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

- (a) review its agenda plan attached at Appendix 1 and agree that as there are no urgent reports to be considered for the August reserve committee date that it should be cancelled.**
- (b) Consider if any additional training is required for the Committee.**
- (c) agrees any appointments to outside bodies or Internal Advisory Groups and Panels that may be brought to the attention of the Committee requiring an appointment received after the publication of this report.**
- d) agrees a delegation on a permanent basis to the Executive Director: Place and Economy in consultation with the Chairman and Vice Chairman of the Committee to appoint representatives to any outside bodies, groups, panels and partnership liaison and advisory groups, within the remit of the Economy and Environment Committee where an appointment is required to be made before the next Committee meeting.**

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

## 1. BACKGROUND

- 1.1 The Economy and Environment Committee has previously reviewed its agenda plan and training plan at every meeting.

### Committee Plan

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

### Training Plan

- 1.3 The agreed Training Plan has been included on the agenda for the last two meetings and, as explained at those meetings, has been fully implemented and therefore is not included with his report. Members are invited to consider whether the Committee has any further training requirements.

### Outside Bodies and Internal Advisory Appointments

- 1.4 None were required at the time of this report's publication. Should any arise between publication of the agenda and the meeting, they will be brought to the Committee's attention.
- 1.5 The opportunity is also being taken with a new Executive Director to update the permanent delegation to any appointments required to be made between meetings that will not await the next Committee meeting in order to avoid any undue delay to appoint representatives to any outside bodies, groups, panels and partnership liaison and advisory groups already within the remit of the Economy and Environment Committee.

## 2. ALIGNMENT WITH CORPORATE PRIORITIES

### 2.1 A good quality of life for everyone

There are no significant implications for this priority.

### 2.2 Thriving places for people to live

There are no significant implications for this priority.

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

There are no significant implications for this priority.

## 3. SIGNIFICANT IMPLICATIONS



3.1 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

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

<b>Source Documents</b>	<b>Location</b>
None	



<b>ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN</b>	Published on 1st July 2019	<b>Appendix to agenda item 11</b>
	Revised version 2nd July 2019	

**Notes**

Committee dates shown in bold are confirmed.  
Committee dates shown in brackets and italics are reserve dates.

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

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

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

Draft reports are due with the Democratic Services Officer by 10.00 a.m. eight clear working days before the meeting.  
The agenda dispatch date is six clear working days before the meeting.

<b>Committee date</b>	<b>Agenda item</b>	<b>Lead officer</b>	<b>Reference if key decision</b>	<b>Deadline for draft reports</b>	<b>Agenda despatch date</b>
<b>11/07/19</b>	A428 Caxton Gibbet to Black Cat consultation response'	Jeremy Smith	Not applicable	<b>28/06/19</b>	<b>02/07/19</b>
	Wellcome Trust Genome Campus	Juliet Richardson Colum Fitzsimons	Not applicable		
	Climate Change and Environment Strategy	Sheryl French	Not applicable		
	Review of Risk Register for Place and Economy	Graham Hughes	Not applicable		
	To establish a Transport Strategy Huntingdonshire Member Steering Group and appoint Members to it	Jack Eagle	Not applicable		
	Growing our Green Spaces - Securing the future of the County’s Green Spaces	Julia Beeden	Not applicable		

<b>Committee date</b>	<b>Agenda item</b>	<b>Lead officer</b>	<b>Reference if key decision</b>	<b>Deadline for draft reports</b>	<b>Agenda despatch date</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
<b>15/08/19 Reserve Date)</b>				<b>02/08/19</b>	<b>06/08/19</b>
<b>19/09/19</b>	Highways Response to West Cambridge Master Planning Report	David Allatt	2019/008	<b>06/09/19</b>	<b>10/09/19</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Greater Camb Local Plan inception & joint planning & Transport advisory group ToR	Graham Hughes	Not applicable		
	National and Regional Environment Agency Flood Risk Consultations	Julia Beeden			
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
<b>17/10/19</b>	Cambridgeshire and Peterborough Minerals and Waste Local Plan – Submission Plan	Ann Barnes / Andy Preston		<b>04/10/19</b>	<b>08/10/19</b>
	Annual report on the Shared Trading Standards Service	Peter Gell	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		

<b>Committee date</b>	<b>Agenda item</b>	<b>Lead officer</b>	<b>Reference if key decision</b>	<b>Deadline for draft reports</b>	<b>Agenda despatch date</b>
<b>14/11/19</b>	Risk Register Review	Graham Hughes		<b>01/11/19</b>	<b>05/11/19</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>05/12/19</b>	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable	<b>22/11/19</b>	<b>26/11/19</b>
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
<b>16/01/20</b>	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable	<b>03/01/20</b>	<b>07/01/20</b>
<b>06/02/20 (reserve date)</b>				<b>24/01/20</b>	<b>28/01/20</b>
<b>05/03/20</b>	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	<b>21/02/20</b>	<b>25/02/20</b>
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
<b>23/04/20</b>	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	<b>08/04/20</b>	<b>14/04/20</b>

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