

ECONOMY AND ENVIRONMENT COMMITTEE**Minutes - Action Log**

This is the updated minutes action log 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 16TH JANUARY 2020 COMMITTEE**JANUARY 2020**

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
304.	FINANCE MONITORING REPORT – NOVEMBER 2019				
	Expenditure Query on Cycling Schemes	Andy Preston	<p>The following issues were raised by the Council's Cycling Champion referencing page 142 regarding expenditure for a number of cycling schemes:</p> <ul style="list-style-type: none"> • Fenstanton to the Busway - requesting more detail to be provided on what a Creation Order was. • Referencing the text on the Rampton and Willingham scheme 		

			<p>stating that it was not able to delivered as more than a £100k was required, requested more detail on the status of the scheme.</p> <p>Officers agreed to take the two issues raised away and provide a written answer outside of the meeting.</p>	<p>A response was sent on 24th March and is included as Appendix 1 to this Minute action Log.</p>	<p>ACTION COMPLETED</p>
ACTIONS FROM THE 5th MARCH 2020 COMMITTEE					
MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
310.	PETITIONS AND PUBLIC QUESTIONS				
	<p>a) Petition to widen and provide overhead lighting for the DNA Cycleway</p>	<p>Andy Preston / Grant Weller</p>	<p>Since the original petition the petitioner Mark Troll had been informed that the current path would be removed and relocated. He therefore concentrated his request at the meeting on installing Solar-powered overhead lights as being an immediate solution to the presentations highlighted hazards.</p>	<p>A written response was sent to the petitioner on 24th March and is included as Appendix 2 to this Minute Action Log.</p> <p>The CMIS e-petitions site was updated on 1st April so all petitioners who signed the petition were sent the response.</p>	<p>ACTION COMPLETED</p>

	<p>b) Public Question from Sam Davies regarding Fendon Road Rounabout</p>	<p>Andy Preston</p>	<p>"In November 2016, this committee approved the project to redesign Fendon Road roundabout and cycle provision on Queen Edith's Way at a cost of £1.425m. Subsequent documents indicate that £800k was allocated to the roundabout works. In February 2020, six months after the roundabout works had commenced, the County Council announced that the cost of the roundabout works alone had increased by 125% to £1.8m. Could the Committee please explain at what point members were made aware of the increased costs, and what the approvals process is for the excess, including decisions about which other S106 schemes will be scaled down or postponed?"</p>	<p>A written response was sent to Sam Davies on Friday 20th March as set out in Appendix 3 to this minute action log.</p>	<p>ACTION COMPLETED</p>
	<p>c) Public Question from Doctor Barnali Ghosh</p>	<p>Andy Preston</p>	<p>"Recent communication indicated that this project is delayed by three months. As an engineer myself, I am interested to know the cost over-run and how this will be procured. I am also interested to see the schedule of services planned and how the</p>	<p>A written response was sent to Doctor Ghosh on Friday 20th March and is set out in Appendix 4 to this minute action log.</p>	<p>ACTION COMPLETED</p>

			principal contractor is performing against the contract.”		
311.	INTEGRATED TRANSPORT BLOCK FUNDING ALLOCATION PROPOSALS				
	Reducing length of Panel meetings making decisions on individual schemes	Action: Richard Lumley	Concerns were raised by members and the Chairman regarding the length of time panels were expected to meet to make decisions, citing a panel meeting of over 11 hours which was not seen as being efficient. There was a request that this should be reviewed and improvements suggested initially for consideration by the Chairman and Vice Chairman.	An e-mail response was sent to the Committee on 25 th March explaining that ordinarily the LHI panel meetings are held over two days where there are large numbers of applications for the panel to review. This year there was an issue with Member availability in a couple of the areas, with members cancelling at short notice. This left a small window to rearrange the panels before the March Highways & Infrastructure Committee, at which the prioritisation lists were to be approved. Officers worked with local members to agree new dates and times, taking on board the member preference to hold panels in one sitting rather than across two days. The LHI process is being looked at and the concern around panel length will be included for consideration going forward.	ACTION ONGOING

	Review of scoring criteria to help review to achieve more equitable distribution of funding across the county.	Action: Elsa Evans / Andy Preston	There had been a number of Fenland schemes put forward but on scoring against the criteria they had received low scores. Officers were asked to look into how a more equitable distribution of funding across the region could be achieved in the future. This could include rural isolation weighting. Further to this, the Committee requested that officers review the current criteria for ways to improve its equitability and come back initially to the Chairman and Vice Chairman with any proposed amendments.	A response was sent on 26 th March 2020 explaining that officers' intention was to review the ITB prioritisation methodology in the summer in advance of prioritisation in the autumn for the 2021/22 funding allocation. Review would then be reported to the Chairman and Vice-Chairman later in the summer for their initial consideration, with any changes to the criteria to be the subject of a report back to Committee.	ACTION ONGOING
315.	GRANTS TO COMMUNITY PROVIDERS	Paul Nelson Public Transport Manager	The high cost of Ely and Soham Community Transport (ESACT) at £10.38 cost per passenger was seen as a concern. There was a request to investigate further the current publicity arrangements currently undertaken to inform the community of	An e-mail response from the Public Transport Manager was sent to the Committee on 25 th March explaining that the County Council includes information on all community transport and car schemes on our website at the following link: https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/community-transport	

			the Service and consider how they might be improved.	He further explained that as the community transport operators are independent organisations, they are responsible for promoting their activities. However officers had contacted ESACT to see what work they have done in this area. They have contacted outlets in East Cambridgeshire asking them to display leaflets, but at the date of the email only Soham library had responded. In view of this response, which echoed the concern of councillors at the meeting, officers will work with them to increase the availability of their information in the district.	ACTION ONGOING
317.	FINANCE MONITORING REPORT – JANUARY 2020	Sarah Heywood/ Graham Hughes	The Chairman asked officers to raise with the Chief Finance Officer the question of the Minutes / notes of the Officer Capital Board being made available to all members of the Council.	An e-mail response was sent to the Committee on 27 th March attaching the notes of the last two meetings further to the request that Members wanted to know about any capital overspends in their division at the earliest opportunity and before they were publicly declared. However, it was highlighted that the officer meeting notes would not provide this information, as issues only go to the Capital Programme Board and into the Finance Monitoring Report once they are quantified, rather than when they first appear as a potential issue. To ensure that local Members were made aware of potential issues and	

				actual issues at the earliest opportunity, Sarah Heywood the Strategic Finance Business Partner would ask the Capital Programme Board to write to all project leads to request when any potential issues or actual issues arise with a capital scheme the local Members were informed and kept up to date at the earliest opportunity.	ACTION COMPLETED
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Appendix 1

Request for more detail at the January E and E Committee on two cycling schemes

Dear Councillor Kavanagh

At the January Economy and Environment Committee when considering the Finance Report for the period to the end of November you raised the following two issues from page 142 of the report which referenced expenditure for a number of cycling schemes:

- a) Fenstanton to the Busway – you asked for more detail on what a Creation Order was.
- b) Referencing the text on the Rampton and Willingham scheme stating that it was not able to be delivered as more than a £100k was required, you requested more detail on the status of the scheme.

Officers have more been able to provide the following additional information:

- a) **Fenstanton to the Busway** - Currently a footpath that links Fenstanton to the Busway. A Creation Order is being implemented to change the status from a Public Footpath to a bridleway which will then permit cyclists to use it legally. it's currently going through it's due process (advertisements etc) with support from the Parish Council. Funding to upgrade the surface is in place and works are scheduled to commence April/May 2020.
- b) **Rampton to Willingham Scheme** – this was allocated funding (£100k) for 2019/20 through the Integrated Transport Block. The original proposal included improving a quiet road, Iram Drove and adding signage. The March E&E report from Elsa Evans regarding the ITB funding made reference to this scheme not progressing due to the £100k budget not being feasible and the funding being reallocated within the overall pot. Officers looking into this indicate that this Drove is of concrete construction, in poor condition and would therefore require more than the

allotted £100K to improve and make it a viable link. I also recall Councillor Wotherspoon commenting at the meeting that the length of the road also added to its cost unviability. In the end, an alternative access to the Busway from Willingham was achieved through the Greenways Quick Win scheme which included widening the footpath on both sides of the road from the signalised junction in Willingham to Longstanton busway.

I hope this additional information is of assistance. Should you require any further detail, please contact Grant Weller whose contact information is included below and who has also been copied into this e-mail.

Grant Weller

Interim Team Leader - Cycling Infrastructure

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Kind regards

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Democratic Services Officer

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Appendix 2

RESPONSE TO PETITION ON THE REQUEST TO PROVIDE OVERHEAD LIGHTING AT THE DNA CYCLE PATH

Dear Mark

Many thanks for taking the time to attend and present the above petition regarding the request to provide overhead lighting at the DNA cycle path.

Cambridgeshire County Council is aware that the DNA path has become increasingly popular since it was installed. Given the proposals surrounding the new Cambridge South Station the path will now be looked at as part of this development, which will itself further increase demand for cycling capacity. We will therefore be looking at all aspects of the path including its width and alignment to ensure it looks to provide the necessary standard of infrastructure to cater for current and future growth.

Illumination of rural cycle ways is a more challenging issue with numerous factors that need to be considered and balanced against the benefit it provides. Consideration of the risk of injury to cyclists and pedestrians is clearly of utmost importance. This should be based on injury data and the

severity of those injuries to ensure that funding is prioritised to the highest risk areas. As you have highlighted, this data is not always readily available, so it does make quantifying the risk less straight forward, but the Council is not aware of a significant ongoing issue along the DNA path.

There are also sensitivities around lighting rural paths of this nature, as it is widely recognised to have a significant impact on the environment, including wildlife habitat and it's ecological dependence on darkness.

Your suggestion of solar powered lights is an interesting one, given the progression and development in recent years. As you highlighted at Committee however, they still remain a very expensive option in comparison to standard units. Our experience of a handful of units that exist across the County is that they have been fraught with maintenance difficulties. This has included battery capacity that doesn't allow for all night lighting capabilities and there have also been instances of theft of the lighting units. The lack of major manufacturers mass producing such lighting units does also make it very onerous to maintain this kind of lighting.

Taking all of the above into account and given the future review of this path as part of the Cambridge South Station development, considering the implementation of temporary solar lighting is not recommended at this time.

Councillor Ian Bates
Chairman, Economy & Environment Committee

Appendix 3

Delayed Works to Fendon Way Roundabout –response to a public question from Sam Davies

Dear Sam,

Thank you for taking the time to attend and submit a question to the 5th March 2020 Economy and Environment Committee. In response to the following question that you raised:

"In November 2016, this committee approved the project to redesign Fendon Road roundabout and cycle provision on Queen Edith's Way at a cost of £1.425m. Subsequent documents indicate that £800k was allocated to the roundabout works. In February 2020, six months after the roundabout works had commenced, the County Council announced that the cost of the roundabout works alone had increased by 125% to £1.8m. Could the Committee please explain at what point members were made aware of the increased costs, and what the approvals process is for the excess, including decisions about which other S106 schemes will be scaled down or postponed?"

The work to Fendon Road Roundabout is part of a wider programme of cycling schemes with approved funding from developer contributions totalling £3 million. An estimated cost of £1.425M within this budget was identified for the Queen Edith's Way scheme, with the Fendon Rd roundabout

improvements the only current measures approved for delivery. Since then further site specific developer contributions have been received, alongside an additional £550k that was successfully secured towards the roundabout from the Department for Transport in 2018. The £800k cost is not a figure that has been included in reports to Committee, but was an early estimate of the Fendon Rd works before the scheme had been fully developed back in 2018. It was however mistakenly used in the media release that was issued prior to construction starting, which we can only apologise for and a review of how this happened is underway. The project is not yet finished, but it is estimated the final cost of the roundabout will be around £1.8m. Members were first made aware of the delay and likely forecast cost increase throughout January and February this year, as the implications became clearer. This was on the basis that a full detailed report outlining the position would be presented to Economy & Environment Committee at the earliest opportunity. This is currently scheduled for May and will also recommend a way forward with the wider programme of cycling schemes in the south of the city.

Councillor Ian Bates
Chairman, Economy & Environment Committee

Appendix 4

Delayed Works to Fendon Way Roundabout –response to a public question from Doctor Ghosh

Dear Dr Ghosh,

Thank you for submitting the following question below which was considered by the Economy and Environment Committee on the 5th March 2020. As there was no report on the Agenda officers were asked to consider further this question and provide a written response.

“Recent communication indicated that this project is delayed by three months. As an engineer myself, I am interested to know the cost over-run and how this will be procured. I am also interested to see the schedule of services planned and how the principal contractor is performing against the contract.”

The project has been procured through the County Council's Highways Term Maintenance Contract under the New Engineering Contract (NEC) Option C terms and conditions. The work to divert utility apparatus is not included within this contract, this has to be arranged with each utility company on an individual basis. Whilst the Council's Contractor cannot physically move or work on utility apparatus, some preparatory work is included within contract. Any delays or issues with diverting or working around utility apparatus therefore has the potential to have an impact on our Contractor and requires close collaborative working between all parties. Before the scheme started we worked with utility companies to identify a lot of work, however, there is always the risk that the full extent of what is required is often not known until work starts. The additional work has involved re-routing and diverting cables away from the centre of the roundabout and building new chambers. In total, almost 700m of new ducting has been installed, a new telegraph pole built, more than 200m of ducting moved, new chambers constructed and six new water valves/fire hydrants built on the edges of the scheme.

The additional required diversionary work that was uncovered has therefore required further significant work by utility companies, as well as our Contractor. This required new agreements with the utility companies involved, as well as instructed changes to the contract with our own Contractor, which are priced in accordance with the contract and associated additional time added to the contract programme.

The Council and its Contractor has worked hard with the utility companies to ensure they were on site at the same time to carry out the work quicker than normal. However, their presence on site has reduced the amount of work our Contractor has been able to do, but if it had been done separately it would have had the potential to add a further five months to the programme.

The project is progressing well and is not yet finished, but it is estimated the final cost of the roundabout will be around £1.8m. A full detailed report will be present to Economy and Environment Committee in May, where a decision on the way forward with the £3m programme of cycle schemes in the south of the city will be agreed.

Councillor Ian Bates
Chairman, Economy & Environment Committee