

Thursday, 13 July 2023

Democratic and Members' Services
Emma Duncan
Service Director: Legal and Governance

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

**Red Kite Room
New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE**

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

1. **Notification of Chair and Vice Chair (oral)**
2. **Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>
3. **Public minutes of the Environment and Green Investment Committee meetings held 16 and 22 March 2023** **5 - 18**
4. **Petitions and Public Questions**

KEY DECISIONS

5. **Decarbonisation of council buildings** **19 - 36**

6. Heat Pump Ready Project – Friday Bridge, Fenland 37 - 54

OTHER DECISIONS

7. Local Energy System Transition 55 - 66
8. Anglian Water Cambridge Waste Water Treatment Plant Relocation Project 67 - 98
9. Corporate Performance Report 99 - 118
10. Finance Monitoring Report – Outturn 2022-23 119 - 148
11. Finance Monitoring Report – May 2023 149 - 164
12. Cross border use of Thriplow and Royston Household Recycling Centres 165 - 174
13. Light Blue Fibre Annual Progress Report 175 - 178
14. Environment and Green Investment Committee Appointments to Outside Bodies and Internal Advisory Groups and Panels 179 - 196
15. Environment & Green Investment Committee Agenda Plan 197 - 200

16. Exclusion of Press and Public

To resolve that the press and public be excluded from the meeting on the grounds that the agenda contains exempt information under Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, and that it would not be in the public interest for this information to be disclosed information relating to the financial or business affairs of any particular person (including the authority holding that information)

KEY DECISIONS

17. Northstowe Phase 1 Section 106 Agreement Cost Cap

- Information relating to the financial or business affairs of any particular person (including the authority holding that information);

The County Council is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens. These arrangements operate in accordance with a protocol agreed by the Chair of the Council and political Group Leaders which can be accessed via the following link or made available on request: [Filming protocol hyperlink](#)

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting [Democratic Services](#) no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution: [Procedure Rules hyperlink](#)

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The Environment and Green Investment Committee comprises the following members:

Councillor Lorna Dupre (Chair) Councillor Nick Gay (Vice-Chair) Councillor Anna Bradnam Councillor Steve Corney Councillor Piers Coutts Councillor Stephen Ferguson Councillor Ian Gardener Councillor John Gowing Councillor Ros Hathorn Councillor Jonas King Councillor Peter McDonald Councillor Brian Milnes Councillor Catherine Rae Councillor Mandy Smith and Councillor Steve Tierney

Clerk Name:	Dawn Cave
Clerk Telephone:	01223699178
Clerk Email:	Dawn.cave@cambridgeshire.gov.uk

Environment and Green Investment Committee

Date: 16 March 2023

Time: 10.00am – 12.05pm

Venue: New Shire Hall

Present: Councillors L Dupré (Chair), N Gay (Vice Chair), A Bradnam, S Corney, P Coutts, S Ferguson, I Gardener, R Hathorn, J King, B Milnes, C Rae and M Smith

122. Apologies for Absence and Declarations of Interest

Apologies were presented on behalf of Councillors Gowing and Tierney.

123. Public minutes of the Environment and Green Investment Committee meeting held 19 January 2023 and Action Log

The public minutes of the meeting held on 19 January 2023 were agreed as a correct record and the action log was noted.

124. Petitions and Public Questions

No petitions or public questions were received.

125. Operation & Maintenance contracts for large energy infrastructure projects

The Committee considered a report proposing that Operation and Maintenance (O&M) contracts be negotiated, entered into and executed with Bouygues Energies and Services Ltd (BYES), for specific major Council energy infrastructure projects due for completion in 2023 to prolong the life of these projects and maximise their performance. The current framework contract under which these projects had been developed, includes a mechanism that supports the award of O&M arrangements. It was recommended that this was awarded for four years initially.

Bouygues were already providing this O&M service on Triangle Solar Farm, which was working well. They had designed and built the energy systems at North Angle Solar Farm, and Babraham Road and St Ives Park & Ride Smart Energy Grids, and it was proposed that the O&M contracts were extended to these sites. The investment cases for the projects include the O&M costs, but a delegation to award and execute O&M contracts was now required. A further decision was required relating to spare parts and replenishment costs on the projects named above, and the benefits of these arrangements were detailed. It was also recommended that the inverter warranties for North Angle Solar Farm were extended

from five to ten years. These arrangements had the benefit of minimising periods of down time which impacts on income.

Arising from the report, a Member observed that the Council had a considerable commitment with Bouygues. She asked if Bouygues were sufficiently resilient, and whether appropriate due diligence had been carried out. Officers agreed that there was considerable commitment with Bouygues, but they were reassured with their performance on Triangle Solar Farm. Due diligence on Bouygues as a company had been carried out as part of the procurement process when seeking an energy services company. Discussions with other local authorities indicated that many had experienced significant difficulties with their O&M contracts with other organisations. The four-year shorter initial period would give the Council the flexibility to review the contract and consider options for consolidation with the Triangle Solar Farm O&M as a medium term strategy.

In response to a question on whether warranty arrangements could be extended beyond ten years, it was noted that this had been put forward as the maximum available.

It was resolved unanimously to:

- a) approve extending the warranty on inverters for the North Angle Solar Farm from five to ten years at a cost of £220,000 as set out in paragraph 2.6;
- b) approve the £140,000 of lifecycle replenishment costs (LIFEX) to purchase spare parts for North Angle Solar Farm and its Private Wire; Babraham Road Smart Energy Grid and St Ives Smart Energy Grid as set out in table 2;
- c) delegate authority to the Executive Director, Place and Sustainability in consultation with the Executive Director of Finance and Resources, and the Chair and Vice-Chair of Environment and Green Investment Committee to authorise the entering into and execution of 4-year Operation and Maintenance contracts with Bouygues Energies and Services for North Angle Solar Farm, its Private Wire; Babraham Road Smart Energy Grid and St Ives Smart Energy Grid; place orders for spare parts to be used during the operational phase for these schemes and secure extended warranties for the inverters at North Angle Solar Farm.

126. Renewable energy export arrangements for the Council's large renewable energy projects

The Committee considered a report which proposed a route for optimising income and reducing risk for the Council in relation to the sale of electricity to the grid from its large renewable energy capital projects, by managing the Power Purchase Agreement (PPA) export contracts for those assets.

Members noted that when the large renewable energy capital projects were complete and the Council was looking to export the energy generated, PPAs are the mechanisms for agreeing these arrangements.

Members noted there are some PPA arrangements already in place (Triangle Solar Farm, St Ives and Babraham Smart Energy Grids), and further PPAs were proposed for 2023 for Triangle Solar Farm, North Angle Solar Farm and a short term grid based contract for St

Ives Smart Energy Grid). Officers detailed how export and import contracts work, and explained 'netting off', where the Council can potentially self-supply if the import supplier also provides PPAs. However this netting off only applied where supply and demand profiles match. Where direct matching does not occur, there was a requirement to import or export through separate contractual arrangements.

A Member asked if the takeover of Mick George Ltd by Hansons impacted on the PPA. Officers advised that this conversation had taken place and the Council has been reassured that the PPA contract would transfer over to Hansons.

A correction to the recommendation was noted (additional text in bold font):

*b) delegate the decision to enter into **and execute** Power Purchase Agreements (PPAs) for the large energy projects to the Executive Director Place and Sustainability in consultation with the Executive Director of Finance and Resources, and the Chair and Vice Chair of Environment and Green Investment, on the basis of specialist energy market advice to inform decisions*

It was unanimously resolved to:

a) agree the plan for managing income contracts for the large energy projects as set out at paragraph 2.10;

b) delegate the decision to enter into and execute Power Purchase Agreements (PPAs) for the large energy projects to the Executive Director Place and Sustainability in consultation with the Executive Director of Finance and Resources, and the Chair and Vice Chair of Environment and Green Investment, on the basis of specialist energy market advice to inform decisions

127. Update on delivery of the Climate Change and Environment Strategy (CCES) Action Plan

Members received an update on progress made delivering the 2022 Climate Change and Environment Strategy Action Plan.

Members were reminded that the Climate Change and Environment Strategy had been approved by full Council in February 2022, and covered three areas – mitigation, adaptation and natural capital. Alongside the Strategy, an Action Plan had been approved as a “live,” document. In the current RAG status methodology, 58% of actions were Green (progressing well) and 36% were Amber (progressing, but more slowly). The remaining three actions were Red, where delivery had not commenced or unable to progress any further, and the reasons were detailed in the report. Approval was sought to bring some of the actions together, or to amend actions to reflect a wider strategic approach, mainly because knowledge and understanding had evolved since the Strategy had been approved.

To improve progress reporting, a new impact/risk based approach was proposed to Committee, to provide a more dynamic view of progress, effectively turning the action plan into a set of mitigating actions to achieve the targets in the Strategy. This provided an assessment of the effectiveness of the mitigating actions proposed and how far they get the Council on the journey to achieving the target. It also allowed strategic interventions to be planned to achieve the targets. The logistics and benefits of this approach were outlined. This method would look very different i.e. far more Reds and Ambers at the outset, reflecting the nature of the Net Zero challenge, the timescales for delivery and the impact

each action has on achieving the desired outcome. This risk based reporting approach would mean that progressing towards Green comes only as carbon reductions actually decrease, and provided a truer reflection of the scale and pace of change to deliver the Council's ambitions.

Arising from the report:

- a Member observed that the proposed new risk-based approach, which may be better, was initially quite confusing. Officers agreed, and commented that communications would be key when introducing this new approach and it is a different way at looking at the action plan and but could be transformational in helping inform decisions;
- a Member observed that District Councils have grant schemes for EV charging points: there was reference in the report to creating a joint policy with the Combined Authority (CPCA) and the Greater Cambridge Partnership, but fragmentation in reporting from different organisations could be an issue. Officers advised that the emerging joint EV strategy had arisen for two reasons: (i) to flesh out CPCA Plans with specific detail on what would and would not be done in Cambridgeshire; and (ii) because the emerging trend from government was that to secure funding, there needed to be an associated strategy in place. The Strategy was currently going through the CPCA's governance processes. It was anticipated that there would be some government funding to increase local authority capacity, providing additional resource so that EV chargepoints could be rolled out at scale and as equitably as possible. It was confirmed that government had reduced the need to apply for its LEVI (Local Electric Vehicle Infrastructure) Capability Fund, by allocating the funding at Combined Authority level. With regard to differing technologies, the approach was to identify the technologies that were most appropriate for different Cambridgeshire locations;
- a Member noted that some items, e.g. Sustainable Travel Plan, were flagged up as Red in the new approach, and the public may perceive the Council as being "at risk", and this could increase public anxiety. Officers agreed that it was vital to ensure appropriate communications, and the approach needed to reflect the Council's commitment to actions that would have the most impact. Attention was drawn to Appendix 3, the Impact Assessment, where the targets were long term and very challenging. The proposed risk based approach was a much more profound way of monitoring actions, and assessing the effectiveness of actions. The Member praised the proposed approach and commented that it would enable both Members and officers to understand progress towards targets, and not give false reassurances or complacency due to "greenwashing";
- a Member observed that 'Nature' had been omitted from the reworded Action 14. It was noted this was an oversight, and this would be addressed. **Action required;**
- a Member commented the number of Reds in the new risk based approach seemed overwhelming. It was noted that the actual numbers were included in the Risk Matrix, and whilst progress may be made, the RAG rating status may remain the same. As part of the refinement process, officers could work out how best to represent this information, both in RAG ratings and numbers, where progress was being made;
- a Member asked if it would be possible to provide a breakdown at a District level. Officers advised that this was challenging as there were different priorities in different areas of the county e.g. peat in Fenland, major transport/traffic issues (A14/M11) in the south of the county. Officers advised that District authorities had their own strategies

and would be reporting on their progress against those strategies, and comparisons were difficult at a strategic, County level. The Member commented that it would be useful to know whether the information was consistent across Districts and County, to give residents confidence on the data being provided on carbon reduction. Officers advised that a data group was being set up through the Combined Authority, as it was important to align reporting and data quality, whilst recognising that authorities set targets to reflect different priorities in their areas;

- It was noted that the information would be reviewed annually, to allow sufficient time to embed actions. However, an update would be presented to Committee in six months' time, to inform the Business Planning discussion. The Strategy itself was unlikely to change significantly, as it reflected higher level ambitions, albeit that the Action Plan was a live document that would be frequently updated.

It was resolved unanimously to:

- a) note progress delivering the CCES Action Plan including the challenges highlighted in section 2;
- b) approve suggested updates to the Action Plan set out in paragraph 2.2;
- c) support the development of a new risk-based approach for future progress reporting as set out in section 3 and bring a further progress report in the new format in six months to Committee to inform business planning.

128. A Community Energy Policy for the Council

The Committee considered a proposed Community Energy Policy, setting out how the Council would seek to support and collaborate with communities to develop energy projects to benefit from the energy transition and build greater local energy resilience. To manage a wide range of potential community energy projects, a principles-based approach to the Policy was proposed, to steer collaborations with the community. The report also sought approval for the proposed next steps, if the Policy was adopted.

Members were reminded that community energy projects were chiefly renewables based, and this sector had been growing up until 2018, when certain incentives were removed nationally. However, there now appeared to be a national policy change in favour of community energy. In January 2023, MP Chris Skidmore's Net Zero Review provided an in-depth analysis of community energy and discussed the increasing need for 'deeper devolution', and proposed that the government should publish a Community Energy Strategy. There was also a potential national policy change with regard to onshore wind. The reasons for taking a proactive approach for developing a Community Energy Policy were outlined.

Arising from the report:

- a Member observed that the legislation to make the necessary changes for onshore wind was being fast-tracked, and should be in place by autumn. He asked officers for their views on being ready with potential sites. Officers commented that one of the challenges was that the proposed new community energy incentives related to schemes that were less than 5MW, and they would also be subject to Local Planning policies, and not all Local Plans would be updated to reflect nation planning policy guidance. It was

noted that Local Plans usually took precedence, but this could change, as the detail was not yet available. It was acknowledged that there was a huge variation in Local Plans. The intention was that communities were placed at the heart of Local Area Energy Planning, which would identify the potential renewable energy, retrofit, storage and grid infrastructure requirements needed for Cambridgeshire to achieve net zero. There were publicly available datasets which would assist in identifying opportunities for community Energy projects;

- a Member observed that the word “community” was rather loosely defined, and asked officers for an indication on the size of communities that might engage with the County Council on this, and what governance arrangements might apply. Officers advised that as part of the Strategy, they would review the best type of interventions. Often community energy schemes started with a few active people, and were subsequently incorporated into Community Interest Companies or co-operatives, which would be the body that the Council would liaise with. Some small schemes may be quick to deliver and address issues such as fuel poverty, and were low impact in terms of officer input, whereas larger schemes may be more resource intensive but provide other benefits. It was noted that “communities” were not necessarily exclusively geographic, e.g. the Council’s own farm tenants, who were generally extremely interested in such schemes;
- a Member asked about the constraints within the UKPN grid, and what opportunities there were to influence this. The Member noted there were examples of zero carbon developments, with smart devices in homes in other parts of the country, but those type of developments required extensive collaboration between the relevant agencies and organisations. Officers explained that UKPN are a key partner in Local Area Energy Planning (LAEP) and that the infrastructure requirements would feed directly into their business plans to help plan for the changes ahead. By introducing the LAEP and community energy and strengthening the collaborations with UKPN that this will improve. It was anticipated that a really interesting range of schemes could come forward: Community Energy had started with established technologies, and was now moving into areas such as batteries and balancing as technologies evolved, which was why it was important to put these at the centre of the LAEP;
- a Member noted that some communities may struggle to be sufficiently proactive, notably smaller communities which may be the most vulnerable, isolated and likely to benefit. Conversely the opposite was also true, as larger communities often dealt with an enormous amount of consultations and issues, and setting up a community energy project on top of those other issues may be too onerous. She asked if the Policy would be able to assist at both ends of this spectrum? Officers confirmed that the focus was on a Just Transition, i.e. what additional support was needed for different communities and contexts and this would be addressed as part of the Strategy. The Member observed that the Council needed to also be working with developers, encouraging them to take a strategic approach at the planning stage;
- a Member asked if officers from the communities teams would be involved? Officers confirmed that this would need to be an organisational approach and not just the Climate and Energy teams bringing in the skills and capacities across the organisation to align and support communities. This touches on devolution, economic development and creating a local energy economy (community wealth building) as well as addressing future fuel poverty. Projects would look to cover clean heat, renewables for electricity, energy efficiency retrofits as well as the commercial benefits from local community tariffs where projects are hosted by a community;

- a Member commented that exemplars were often very helpful.

Councillor Ferguson declared an interest as a former member of Waterside Green Energy.

A Member commented that the key consideration was not setting the criteria too low. Two Members outlined their experiences of community energy schemes.

It was resolved unanimously to:

- a) approve the Community Energy Policy as set out in section 2.5;
- b) agree the next steps as set out at 2.6.

129. Cambridgeshire Private Electricity Network: Legal Agreements

Members considered a report that sought approval to enter into and execute all necessary legal agreements and related documents to enable the construction of the Cambridgeshire Private Electricity Network (CPEN) project, which was the Private Wire connections which linked North Angle Solar Farm, via Burwell Local, to the Swaffham Prior energy centre.

The Chair advised that she had accepted this report as a late item, for the following reasons:

Reasons for Lateness: the Council is now in a position on the private wire easement negotiations that option agreements are coming forward for signature. Committee agreement is required to execute the various legal agreements.

Reasons for Urgency: Execution of the options, deeds and other agreements are likely to start in April, and the current delegations do not include the execution of agreements.

Since publication, all internal consultees had approved the report.

The Committee noted that the confidential land negotiations for the route of the Private Wire Network were now at the point where the Council needed to issue the necessary notices, and enter into and execute a range of agreements including options, leases, subleases and deeds of easement, and any other relevant agreements, to secure the route for the construction of the Cambridgeshire Private Electricity Network.

It was resolved unanimously to:

delegate the decision to issue the necessary notices, enter into and execute all legal agreements as necessary for the Cambridgeshire Private Electricity Network to the Executive Director Place and Sustainability in consultation with the Executive Director of Finance and Resources, and the Chair and Vice Chair of Environment and Green Investment Committee as set out in paragraph 2.1.

130. Procurement on Reletting the Cambridgeshire County Council Framework for Commercial Archaeological Fieldwork

Members considered a report on the reprocurement of the current Archaeological Services Framework, to enable the provision of archaeological work to support the Council's new developments in Cambridgeshire.

Councillor Dupré declared a non-pecuniary interest, as her brother was an archaeologist who works on pre-development digs, but she did not know if he was involved with any of the organisations referred to in the report.

As a developer, the County Council had to abide by the National Planning Policy Framework and associated guidance, which involved considering the historic environment and undertaking any archaeological work in advance of, or as part of, the development process. The Council had operated such a framework since 2008. This was mainly done by commercial companies, and around 200-300 such surveys or excavations took place across the county each year, as part of both private and public development. The value of the framework was estimated at £2.5-3.5M in total. The current contract would expire in August 2023. Over the proposed new contract period there was expected to be a continued requirement for Archaeological Services owing to increased growth, projects managed through the Greater Cambridge Partnership (GCP), and Combined Authority projects in development. The GCP recognised the value of this framework, and had asked the County Council to maintain it. Unlike the previous procurement exercise, bidders would also be assessed on their commitment to delivering a 'Net Zero' Cambridgeshire and also on the social value of their proposals.

A Member asked under what circumstances the County Council, as a developer, would need to engage an archaeologist? It was confirmed this related to County Council developments such as schools, waste sites and road schemes. The greatest user of the framework was currently the GCP, e.g. for the Cambourne to Cambridge Busway route.

It was resolved unanimously to:

- a) agree the reprocurement of the Archaeological Services Framework for a period of four years to 2027;
- b) agree that delegated authority be granted to the Executive Director (Place & Sustainability) to award the framework to the preferred bidders and execute the agreement in consultation with the Chair and Vice Chair of the Committee.

131. Response to Anglian Water's Water Resources Management Plan 24

The Committee considered the proposed County Council response to Anglian Water's 'Water Resources Management Plan' (WRMP24), currently open for consultation until 29/03/23

Water companies were required to publish a Water Resources Management Plan every five years. These Plans set out how they would be dealing with the water supply, and the consultation set out the six aims and four main areas which would form the core of the Plan. A key theme of the Plan was that reservoirs would be the main water source, but the consultation was not asking for specific comments on the locations of those reservoirs. Reservoirs were considered to be a "low regret option" even if factors such as Climate Change and population change significantly. The Plan touched on the ambition to keep

abstraction within historical levels, and for the customer to pay on the basis of the water use. It was noted that unmetered customers use 170 litres per head per day compared to 125 litres for those that were metered. The consultation acknowledged the impact this would have on those who had no alternative but to use a lot of water. Further evidence had been requested about the need for compulsory metering, and the full equality impacts of that proposal.

Arising from the report:

- a Member asked if a response was likely from the County Council's consultation response, where questions had been asked? Officers confirmed that Anglian Water would provide an overall response, but may not respond to individual questions raised;
- noting the comment "*Anglian Water suggest the approach will keep bill impacts as low as possible.*", a Member asked if Anglian Water could be asked to ensure they keep the bills as low as possible. Officers confirmed that they could adapt the response to that particular question, requesting that Anglian Water keep bills as low as possible;
- noting the comment "*Anglian Water pledges to give up 85 megalitres (85 million litres) a day of abstraction licences by 2025*", a Member observed that chalk water abstraction had been highlighted as a major cause of concern, especially in East Anglia. The Member asked how much of total abstraction 85 megalitres represented. Action required;
- a Member commented that reservoirs needed to be located in areas which would not be subsequently inundated at a later date, and asked if the reservoirs were really a "low regret" option? Officers agreed that the consultation response could ask that the location of reservoirs covered all potential impacts, not just where they needed to be for the supply of water;
- noting that Anglian Water had been the subject of considerable negative press coverage over recent years, in relation to shareholders' dividends, chalk water abstraction, and sewage, a Member felt the draft response was excellent, but urged caution when working with a commercial company whose main loyalty was to shareholders. Whilst reservoirs had many benefits, the Member also observed that there were considerable engineering challenges building large reservoirs in fens. Another Member agreed, and noted that dialogue between Anglian Water and groups such as the Middle Level Commissioners should be encouraged.

It was noted that there were a number of suggested changes raised by Members in the comments above, and the final response would be updated accordingly. These minor changes were covered by the delegation in recommendation (b).

It was resolved unanimously to:

- a) consider and approve the response to WRMP24 as appended to the report;
- b) delegate authority to the Head of Service – Natural and Historic Environment to make minor final amendments to the response in consultation with the Chair and Vice-Chair ahead of submitting to Defra by 29th March 2023.

132. Corporate Performance Report

The Committee received an update on the selected Key Performance Indicators (KPIs), as agreed at Committee in September 2022. The KPIs presented covered the period up until the end of December 2022.

It was resolved to note and comment on performance information and take action as Necessary.

133. Finance Monitoring Report – January 2023

The Committee received the January 2023 Finance Monitoring Report.

Across the Place & Sustainability Directorate, there was a forecast overspend of £214K as at the end of January, with the main variances relating to a delay in the income and maintenance costs in relation to North Angle Solar Farm, and waste pressures related to landfill gate fee pressures. In terms of Capital variances, the significant changes related to Swaffham Prior Community Heat Scheme, Babraham Smart Energy Grid and North Angle Solar Farm.

The Committee resolved unanimously to review, note and comment upon the report.

134. Environment & Green Investment Committee Agenda Plan and Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

The Committee reviewed the Committee Agenda Plan. In terms of additions to the Agenda Plan, it was noted that there would be an update on the delivery of the Climate Change and Environment Strategy (CCES) Action Plan at the September meeting. It was also noted that there would be a Special meeting of the Committee on 22nd March, to consider a Waste PFI update.

The Waste Member Steering Group had at a recent meeting recommended a wider membership, to include the County Council's RECAP representative, Councillor Hathorn.

It was resolved to:

- a) note the agenda plan;
- b) confirm the appointment of Councillor Hathorn to the Waste Member Steering Group.

Environment and Green Investment Committee

Date: 22 March 2023

Time: 10.00am – 12.15pm

Venue: New Shire Hall

Present: Councillors N Gay (Chair), P Coutts, N Gough, J Gowing, R Hathorn, E Murphy, C Rae and G Seeff

135. Apologies for Absence and Declarations of Interest

There were no apologies for absence.

Councillor Hathorn declared a non-pecuniary interest as the County Council's representative on the RECAP Board.

136. Exclusion of Press and Public

It was resolved that the press and public be excluded from the meeting on the grounds that the agenda contains exempt information under Paragraphs 3 & 5 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, and that it would not be in the public interest for this information to be disclosed - information relating to the financial or business affairs of any particular person (including the authority holding that information), and information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.

137. Waste PFI Update

Members considered an update on Waste PFI issues.

It was resolved unanimously to agree the report recommendations, as amended.

Environment and Green Investment Committee Minutes - Action log

This is the updated action log as at 4th July 2023 and captures the actions arising from the most recent Environment and Green Investment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

Environment and Green Investment Committee minutes of 13 th October 2022					
Minute No.	Agenda Item	Officer(s)	Action	Comments	Action Status
98.	Draft Interim Corporate Tree and Woodland Strategy	Emily Bolton/ Philip Clark	Workshop would be arranged for Committee Members to input into development of the final strategy next year.	A workshop will be arranged in June 2023.	Ongoing
Environment and Green Investment Committee minutes of 16 th March 2023					
127.	Update on delivery of the Climate Change and Environment Strategy (CCES) Action Plan	Emily Bolton	A Member observed that 'Nature' had been omitted from the reworded Action 14.	Strategy updated.	Completed
131.	Response to Anglian Water's Water Resources Management Plan 24	Hilary Tandy	A Member asked how much of total abstraction 85 megalitres represented.	A response was sent on 04/04/23 highlighting the total abstraction is 1,500 megalitres per day so 85 MI/d equates to 5.6%	Completed

Decarbonisation of council buildings

To: Environment and Green Investment Committee

Meeting Date: 13 July 2023

From: Executive Director of Place and Sustainability

Electoral division(s): all

Key decision: Yes

Forward Plan ref: 2023/061

Outcome: The intended outcome is to enable funding of energy efficiency and on-site renewable energy generation as part of the investment in the low carbon heating programme for the Council's buildings.

Recommendation: Committee is asked to recommend:

To approve the revised investment criteria for the Decarbonisation Fund to include energy efficiency measures, solar PV installations and undertaking whole building retrofit works as set out in Option 1 in paragraph 2.16.

Officer contact:

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Tel: 01223 729157

Member contacts:

Names: Councillor Lorna Dupre and Councillor Nick Gay
Post: Chair/Vice-Chair of E&GI Committee
Email: lorna.dupre@cambridgeshire.gov.uk nick.gay@cambridgeshire.gov.uk
Tel: 01223 699831

1. Background

- 1.1 The Council's annual carbon footprint report shows that heating of buildings with oil and gas accounts for the majority of the Council's direct carbon footprint. These are known as Scope 1 emissions and are those that the Council has the greatest control over.
- 1.2 In February 2020, the Council included a £16million Environment Fund in its budget plan to support delivery of its commitments set out in the Climate Change and Environment Strategy. £15million of the fund was earmarked to replace oil and gas heating with renewable heating. There were approximately 70 buildings owned and occupied by the Council (as well as 114 maintained schools) that used fossil fuel heating systems at that time.
- 1.3 In June 2020, the Environment and Sustainability Committee agreed the assessment criteria for a Low Carbon Heating Programme for the Council's buildings against which individual projects can draw down investment from the Environment Fund for their implementation. The approved criteria for investment included:
- Individual sites are owned (either freehold or long term leaseholds) and occupied by the Council, and not planned to be sold or let out within the next five years (based on currently known and agreed plans);
 - The proposed design meets the Council's renewable heating specification;
 - The Programme is expected to achieve a simple average payback of 20 years or better for the £15million investment, taking into account the value of carbon. (Individual projects may exceed this as long as the average is maintained);
 - If any individual project is greater than £500,000, the project will come forward to Committee for approval.
- 1.4 In July 2021, the Environment & Green Investment Committee agreed a similar funding package for a programme of Low Carbon Heating projects on maintained schools. The arrangements and funding criteria for the schools programme is slightly different. Further details are given in Appendix B.
- 1.5 The most suitable technologies for heating buildings from renewable sources are Air Source Heat Pumps (ASHPs) and Ground Source Heat Pumps (GSHPs). In ASHPs, outside air is used to heat a liquid refrigerant. The pump uses electricity to compress the refrigerant to increase its temperature then condenses it back to release stored heat. This heat is then used to heat water which is then piped to either radiators or under-floor heating. ASHPs still work well even when the outside air temperature is very low. GSHPs work in a similar way, except that coils or pipes containing refrigerant are buried in the ground. Note that whilst heat pumps do use electricity, they are very different to traditional electric heating, in that the electricity is not the source of heat. Heat pumps typically deliver a heat output around 3 times as much as the electricity they use. GSHPs are considerably more expensive than ASHPs.
- 1.6 The government's Public Sector Decarbonisation Scheme (PSDS), administered by Salix Finance, offers grant funding to local authorities for heating decarbonisation projects. The PSDS grant application window usually opens once a year in Autumn and winning this

funding helps extend the number of projects that the Environment Fund can support. The Council has been successful in securing around £3.9m of PSDS grant funding to date, towards the cost of its low carbon heating programme for its own buildings. (Separately, £3.6m of further grants have also been awarded for schools projects.)

PSDS grant window	Council Buildings	Maintained Schools
Phase 1	£3,049k	-
Phase 2	-	£229k
Phase 3a	-	£991k
Phase 3b	£804k	£2.3 million
TOTAL grants awarded	£3.8 million	£3.6 million

- 1.7 The intended outcome of this report is to update the assessment criteria for the council's low carbon heating programme for the Council's buildings, against which individual projects can draw down investment from the Environment Fund for their implementation and thus enable the Council to proceed with further significant work to improve energy efficiency and renewable electricity generation across its buildings. By reducing the Council's and Cambridgeshire's carbon footprint, this will have wide reaching benefits to our residents and local communities.

2. Main Issues

- 2.1 Twenty-two projects were brought into the Council's programme under phases 1 and 2 of the programme, between 2020-21 and 2022-23. All 22 sites have had ASHPs installed. Some sites have also required upgrades to the incoming electricity supply. These 22 projects between them are expected to save around 357 tonnes of carbon emissions per year and reduce the Council's gas use by about one third.
- 2.2 The total capital cost of these first 22 projects is forecast to be around £5.2m. This is funded through a combination of grants (approx. £3m) and Environment Fund (Decarbonisation Fund for CCC Buildings) which is funded through borrowing. The majority of these projects are now complete.
- 2.3 Projects at five further sites are also now underway, having been awarded a further £804k in PSDS grants towards the costs of these projects. The total project costs are estimated at £1.5m for these five sites. The work for these five projects will be mostly completed in 2023-24 and is being managed by the Property Team.
- 2.4 The Property team are also undertaking another project, working with the SEND team, at the Hawthorns site in Cambridge to convert the building into a residential home and intensive therapeutic support hub for children. The capital cost for that project is approved by Strategy and Resources Committee, and design work is now underway. Funding of £372k from the Decarbonisation Fund towards this project has been agreed to upgrade the

design to a low carbon heating system.

- 2.5 As part of the Council's Climate Change and Environment Programme (formerly the Enabling Net Zero Programme), two consultants were appointed to produce Heat Decarbonisation Plans (HDPs) for 40 more CCC sites. These HDPs provide the information to assess the high-level feasibility and likely costs of installing low carbon heating and other energy efficiency and electricity generation measures at more sites in future.
- 2.6 A Low Carbon Skills Fund (LCSF) grant application was made in April 2023 for ~£358k for the costs of consultancy to complete detailed design works for low carbon heating systems at 12 further sites. The outcome is expected to be known at the end of June. If successful, this grant would cover the costs of design work and consultancy only, and a further application to the PSDS grant can be made in Autumn for funds towards the capital costs of installation. These sites, if found to be technically feasible, could form the next phase of the low carbon heating programme in 2024-25. Further projects will then be brought forward each year thereafter, until the Environment Fund is fully utilised or all sites are decarbonised.
- 2.7 In total, across all 28 confirmed projects on Council buildings to date, total project costs are forecast at £7.78m, of which £3.91m (~50%) will be grant funded. In addition, schools projects have drawn down £748k of Decarbonisation Fund to date, and the current projection is that Phase 3b school projects will draw down a further £1.64m in 24/25
- 2.8 Actual and forecast expenditure to date across the programme is as follows:

Financial Years	Decarbonisation Fund expenditure - Council buildings (including grant funded)	Decarbonisation Fund expenditure – Schools (grants not included as these go straight to the school)	Total
2020-21 to 2022-23 actual	£4,994k	£467k	£5,461k
2023-24 forecast	£2,385k	£281k	£2,666k
2024-25 forecast	£ TBC	£1,640k	£1,640k
Total committed expenditure	£7,379k (£3,848k from grants and £3,531k from borrowing)	£2,388k	£9,767k

- 2.9 Separately, £3,499k borrowing from the Decarbonisation Fund was transferred to the Education Capital team to support the move to Nearly Zero Energy Buildings for new build schools. This was agreed by Full Council in February 2022 as part of the Business Plan.

- 2.10 Whilst the first grants received were used to reduce the amount obtained from borrowing, later grants were used to increase the programme of works whilst keeping the level of borrowing the same. Altogether, this means there is currently approximately £3m left in the Decarbonisation Fund that is not yet allocated and available for more projects. As at March 2023 there were still 31 Council buildings heated by gas and 2 using oil, that do not already have a project in progress.
- 2.11 The overall programme across all Council sites is still within the agreed payback criteria. The portfolio payback is currently estimated at 6 years (including the value of carbon savings, and based on the differential costs compared to replacing like for like with fossil fuel heating). If the value of carbon was not considered then the payback would be 24 years. This is based on actual gas and electricity prices for 2020 to 2023, and forecast prices from ESPO for 2024 and from the Treasury Green Book for 2025 onwards. The payback period is dependent on the relative prices of gas and electricity. Please see Appendix A for a full list of sites, costs and carbon savings.
- 2.12 Installing ASHPs does mean that electricity use will increase. Whilst electricity is regarded as net zero carbon (as long as the Council continues to purchase a 100% renewable electricity tariff), it does mean increases to revenue costs in electricity bills (although government have committed in their Powering Up Britain report from March 2023 to rebalance the costs of gas and electricity pricing by the end of 2024, as a price signal to shift both households and businesses to lower carbon solutions such as heat pumps). In some cases the increased electricity costs are offset by no longer having gas bills, but this does vary from site to site, and depends on the relative costs of gas and electricity.
- 2.13 In all cases it is beneficial to reduce electricity bills through energy efficiency measures (such as LED lighting, improved insulation, controls) and/or on-site electricity generation (such as rooftop solar PV). These measures are also often recommended in the Heat Decarbonisation Plans. Inclusion of LED lighting and solar PV also help demonstrate that we are taking a 'whole building approach', as required by Salix for PSDS grants, thus increasing our chances of securing further grants in future. In addition, the solar PV and LED lighting elements greatly improve the business cases, and often will tip the energy bill impact into a net saving. Without these, some projects would become unviable.
- 2.14 The funding for the implementation of the Heat Decarbonisation Plans will come through a combination of further applications to PSDS grants and remaining Decarbonisation Fund for the Council buildings low carbon heating programme until this Fund runs out, which is currently forecast to be in 2025-26. The challenge is how to fund the wider energy efficiency and solar PV measures that are also recommended as part of building retrofits.
- 2.15 In some cases, solar PV (and other measures) can pay back through electricity bills savings. Paybacks of around 10 years are typical for solar PV although this varies from site to site. Insulation usually has longer paybacks. Below are two ideas for consideration on how to fund the additional measures.
- 2.16 Option 1: Extend the investment criteria on the current decarbonisation of heating for Council buildings accessing the Decarbonisation Fund, to include energy efficiency measures and solar PV or even whole building retrofit. The suggested wording of revised criteria for this option, which would apply only to the Council buildings decarbonisation programme (not schools), would be as follows:

The council's Decarbonisation Fund may make a contribution to funding of individual projects, provided that they meet the following criteria:

- The site(s) are owned (either freehold or long term leaseholds) and occupied by the Council;
- The individual site is not planned to be sold, demolished or let out within the next five years (based on currently known and approved plans);
- The proposed design must include a low carbon heating system such as air source/ water source/ ground source heat pumps. The heat demand of the building must be considered and heating systems sized appropriately to meet demand. Selection of ASHP models should consider the Seasonal Coefficient of Performance (SCOP) and those models with higher SCOPs preferred, providing they meet other technical and practical requirements.
- The design may also include energy efficiency measures and upgrades to the fabric of the building (e.g. insulation, draught-proofing, LED lighting) or to other elements of the plumbing and heating system (e.g. radiators, controls), and/or on-site renewable energy generation (such as solar PV), where these are specifically recommended either in the site's Heat Decarbonisation Plan or in the site's Energy Performance Certificate (EPC) Advisory report or the Display Energy Certificate (DEC) Recommendation Report, and the measures demonstrate good value for money and energy savings.
- Design proposals must include information detailing the estimated financial costs of the works, current and expected energy usage, projected energy savings, projected operational cost savings or increases, and carbon reductions from the project;
- For sites where heating systems are at/nearing end of life and need to be replaced anyway, the Decarbonisation Fund will only pay for the excess capital cost over and above the cost of replacing with a like-for-like / comparable gas heating system.
- The Council buildings programme is expected to achieve a simple average payback of 20 years or better for the total portfolio investment, when taking into account the value of carbon. (Individual projects may exceed this as long as the average is maintained);
- If the capital cost contribution from the Decarbonisation Fund for any individual project for Council buildings decarbonisation is likely to be greater than £500,000, the business case will come forward to Environment and Green Investment Committee for approval. (Projects valued less than £500,000 may be approved by Delegated Authority to the Executive Director Finance and Resources, in consultation with the Executive Director Place and Sustainability and the Chair/ Vice Chair of Committee);
- The total investment for the Decarbonisation Fund remains within the overall programme budget, taking into account committed projects at both council buildings and schools.

2.17 Option 2: Set up a new 'Invest to Save' Fund for energy efficiency and solar measures for

Council buildings (similar to the previous Energy Efficiency Fund of £1million) and progress this as part of the council's phase 2 Net Zero Programme, through the business planning process. This option would not start until 2024/25 at the earliest if successful in business planning.

2.18 Comparing the two options, option 1 would be the quickest and most straightforward solution. It will also help the Council to access further grant funding by aligning with the Salix guidance that a 'whole building approach' is preferred. Option 2 would be more likely to delay decarbonisation works. It would also not tie removal of fossil fuels and energy efficiency together but there may be other benefits such as being able to revisit the size of the total funding pot required. Having two separate funds would also be more complex to administer.

2.19 Therefore Option 1 is recommended.

3. Alignment with ambitions

3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

The report above sets out the implications for this ambition in paragraphs 1.1, 1.5, 2.1 and 2.12 to 2.13.

3.2 Travel across the county is safer and more environmentally sustainable.

There are no significant implications for this ambition.

3.3 Health inequalities are reduced.

There are no significant implications for this ambition.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

There are no significant implications for this ambition.

3.5 Helping people out of poverty and income inequality

There are no significant implications for this ambition.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

There are no significant implications for this ambition.

3.7 Children and young people have opportunities to thrive.

Some of these sites provide important services for children and young people. For example, Woodland Lodge is a children's home. Burwell House offers residential and non-residential

courses for children, young people and adults. Our libraries are also important places of learning for children and others. These sites will benefit from the updated heating systems with a reduced carbon footprint.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in paragraphs 1.2, 1.6, and 2.2 to 2.17.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

All project works are being carried out using either the Council's existing property minor works framework or the Council's existing energy performance contracting framework. The most appropriate framework will be selected by the Property team on a case-by-case basis, depending on the size and nature of each project. The property framework is used for general minor construction works and mechanical/electrical work. This requires a secondary competition to award a contract, which ensures value for money. The energy performance contracting framework provides access to more specialised energy expertise and provides the option of an energy performance guarantee, which can be beneficial for some larger or more complex projects.

4.3 Statutory, Legal and Risk Implications

All building works will need to comply with Building Regulations, Health and Safety legislation and policies, and Property's pending Asset Strategy and Corporate Landlord Model.

4.4 Equality and Diversity Implications

Access to some buildings by staff and service users may, for some of the projects, be temporarily restricted whilst works on site are taking place. This could include temporarily closing buildings or relocating access routes, workspaces and services to other parts of the building or other buildings. Alternative plans have been / will be put in place where required to ensure staff and service users with protected characteristics are not negatively impacted.

An Equality Impact Assessment screening has been completed - reference number is CCC525398573.

4.5 Engagement and Communications Implications

The Council's Energy and Property FM teams have worked together to identify a list of properties to bring forward projects to replace oil or gas heating with ASHPs. The project teams have worked closely with building users to co-ordinate works at the sites where projects are taking place.

4.6 Localism and Local Member Involvement

Members have been informed about the Low Carbon heating Programme through reports to the Green Investment and Utilities Advisory Group.

4.7 Public Health Implications

There are no significant implications within this category. However, reducing our carbon footprint and helping to mitigate climate change has public health benefits in the long term.

4.8 Climate Change and Environment Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Positive

Explanation: This programme will directly help to deliver energy efficient, low carbon buildings. The proposed changes to the investment criteria will enable more energy efficiency measures (such as LED lighting, insulation, heating system controls) and renewable energy generation (such as rooftop solar PV) to be installed. These 'fabric first' retrofits are better in the long term as they will reduce energy consumption. In some cases the upgrades could mean that smaller and cheaper air source heat pump models could be selected too, because of a reduced heat demand.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: No impact

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: No impact

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: No impact

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: No impact

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

Explanation: No impact

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Neutral

Explanation: No impact

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Mike Falconer

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? Yes

Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User?

Yes

Name of Officer: Sheryl French

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Kathryn Rogerson

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Sheryl French

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents

5.1 Source documents and location

- Report for E&S Committee, June 2020: [Document.ashx \(cmis.uk.com\)](#)
- Minutes from E&S Committee, June 2020: [Document.ashx \(cmis.uk.com\)](#)
- Report for E&GI Committee, March 2022: [Document.ashx \(cmis.uk.com\)](#)
- Minutes from E&GI Committee, March 2022: [Document.ashx \(cmis.uk.com\)](#)

Appendix A – Project list

Site	Project status	Forecast capital cost	Grant funded	Forecast carbon savings (tCO2e/year)
33 Haviland Way	Finished	£ 183,798.54	38%	16.5
78 Victoria Road	Finished	£ 118,202.15	47%	8.3
Bargroves Resource Centre	Finished	£ 385,016.10	57%	30.2
Cottenham Library	Finished	£ 76,770.09	53%	3.0
Ely Branch Library	Finished	£ 273,611.86	28%	6.1
Hereward Hall	Finished	£ 415,502.92	74%	22.1
Huntingdon Community Centre	Finished	£ 354,702.83	76%	32.8
Huntingdon Library	Finished	£ 399,481.50	26%	14.9
Larkfield Resource Cent	Finished	£ 524,112.34	75%	41.3
Scott House	Finished	£ 505,985.14	27%	19.8
Victoria Lodge	Finished	£ 129,049.69	32%	12.2
Woodland Lodge	Under construction	£ 305,116.45	29%	15.5
Burwell House	Under construction	£ 576,746.44	61%	24.1
Roger Ascham	Finished	£ 97,961.53	50%	5.0
Cambridge Central Lib	Finished	£ 376,250.07	86%	43.7
Chatteris Library	Finished	£ 95,076.71	85%	8.3
March Library	Finished	£ 89,919.70	100%	13.8
Ramsey Library	Finished	£ 77,508.81	92%	7.8
Shortsands Day Centre	Finished	£ 91,946.92	100%	13.3
Stanton House	Finished	£ 141,367.48	98%	20.4
Wisbech Library	Finished	£ 51,696.55	42%	3.2
Bassingbourn preschool	Finished	£ 44,880.57	0%	7.4
Hawthorns ITSH	Design phase	£ 467,356.45	0%	14.3
Buttsgrove	Design phase	£ 361,153.02	61%	42.6
March Community Cen	Design phase	£ 519,556.63	70%	32.8
Sackville House	Design phase	£ 166,921.70	7%	25.8
St Neots Library	Design phase	£ 319,623.19	84%	14.3
Tennyson Lodge	Design phase	£ 163,243.58	19%	18.0
TOTAL (28 sites)		£7.139m	51%	518

Appendix B – Information about the Schools Low Carbon Heating Programme

In July 2021, the Environment & Green Investment Committee agreed a funding package for a programme of Low Carbon Heating projects on maintained schools. This included:

- Public Sector Decarbonisation Scheme grant funding where this can be secured; and
- An Environment Fund capital contribution equivalent to the monetised value of the projected carbon savings; and
- A School Condition Allowance contribution equivalent to the cost of replacing the boilers on a like for like basis; and
- Loan funding with no uplift over the Council’s own borrowing cost.

In addition Committee agreed to a portfolio approach allowing surplus monetised carbon savings from stronger projects to be used to cross subsidise projects with more challenging business cases.

Schools projects for which grant funding has been secured to date are tabulated below.

Site	PSDS Phase	Project status	Forecast capital cost	Grant funded	Forecast carbon savings (tCO _{2e} /year)*	
Ashbeach	Phase 2	Finished	£184,422	38%	16.2	
Harston & Newton		Under construction	£230,630	50%	18.0	
Great Gidding		Under construction	£109,913	39%	5.7	
Eastfield	Phase 3a	Under construction	£348,555	50%	24.0	
Great Wilbraham		Under construction	£345,973	44%	21.6	
Sawtry Infants		Under construction	£342,205	52%	25.9	
Westfield		Under construction	£411,410	47%	27.9	
Benwick		Summer 2023 start	£273,462	30%	24.4	
Hauxton		Summer 2023 start	£246,086	35%	11.3	
Homerton Nursery		Summer 2023 start	£308,827	41%	16.2	
Meridian		Phase 3b	Summer 2024 start	£645,642	61%	54.2
Ridgefield			Summer 2024 start	£360,680	45%	24.2
Robert Arkenstall			Summer 2024 start	£425,409	43%	25.4
Stretham	Summer 2024 start		£522,283	41%	26.6	
Caldecote	Summer 2024 start		£492,201	28%	19.7	
Huntingdon Nursery	Summer 2024 start		£257,229	14%	10.3	
Townley	Summer 2024 start		£274,775	30%	12.3	
Barton	Summer 2024 start		£381,269	22%	15.8	

Site	PSDS Phase	Project status	Forecast capital cost	Grant funded	Forecast carbon savings (tCO _{2e} /year)*
Elsworth		Summer 2024 start	£422,130	26%	16.6
Gt & Lt Shelford		Summer 2024 start	£497,314	39%	29.4
Paul's		Summer 2024 start	£525,831	48%	35.5
St Philip's		Summer 2024 start	£604,258	57%	49.0
Elton		Summer 2024 start	£420,551	35%	20.7
Total (23 sites)			£8.631m	41%	530.6

*average annual savings over 20 year operational lifetime

EQUALITY IMPACT ASSESSMENT - CCC525398573

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Climate Change & Energy Service	Energy Projects Director	Project Director (MLEI)

Your name: Sarah Wilkinson

Your job title: Carbon and Energy Manager

Your directorate, service and team:

Directorate	Service	Team
Climate Change & Energy Service	Energy Projects Director	Project Director (MLEI)

Your phone: 01223729157

Your email: sarah.wilkinson@cambridgeshire.gov.uk

Proposal being assessed: Amending investment criteria for Decarbonisation Fund low carbon heating programme

Business plan proposal number: N/A

Key service delivery objectives and outcomes:Decarbonisation of Council buildings - working towards net zero for scope 1 and 2 emissions by 2030.

What is the proposal: Amend the criteria for individual projects to seek investment from the Decarbonisation Fund, to allow for energy efficiency measures and renewable energy generation. This helps make low carbon heating projects more viable, and will save energy.

What information did you use to assess who would be affected by this proposal?:CCC energy usage data List of CCC buildings experience of previous similar projects

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: Specific teams, All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: All users of buildings that are currently heated by oil or gas.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: No

Will people with particular protected characteristics or people experiencing socio-economic

inequalities be over/under represented in affected groups: Mixture of over/under represented and in line with population, depending on the group

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: No significance / no effects from changing the criteria. Individual projects using the Fund at specific sites may affect people in terms of disruption to building use. This won't always be the case.

Category of the work being planned: Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: No

Age: The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Disability: The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Gender reassignment:

The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Marriage and civil partnership: The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Pregnancy and maternity: The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Race: The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Religion or belief (including no belief): The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Sex: The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Sexual orientation: The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Socio-economic inequalities: The proposal itself does not affect people - specific projects might, but no more than would have without this change.

Head of service: Sheryl French

Head of service email: sheryl.french@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Heat Pump Ready Project – Friday Bridge, Fenland

To: Environment and Green Investment Committee

Meeting Date: 13th July 2023

From: Executive Director of Place and Sustainability

Electoral division(s): March North & Waldersey

Key decision: Yes

Forward Plan ref: 2023/059

Outcome: To test the feasibility for a pilot project aimed at supporting the installation of heat pumps in domestic properties

Recommendation: Committee is asked to:

- a) Approve the procurement of an installation contractor as set out in section 2.7 and to delegate authority for awarding and executing a contract for the provision of surveys and heat pump installation work in Friday Bridge to the Executive Director Place and Sustainability, in consultation with the Chair/Vice Chair of Environment and Green Investment Committee;
- b) Note that there will be a full review of the proposed project prior to proceeding to any installations.
- c) Note that a report will be presented to the Committee in November 2023 on the results of that review together with a recommendation on whether to proceed with the project or not.

Officer contact:

Name: Chris Parkin
Post: Community Energy Manager
Email: christopher.parkin@cambridgeshire.gov.uk
Tel: 01223 715909

Member contacts:

Names: Councillor Lorna Dupré and Councillor Nick Gay
Post: Chair/Vice-Chair of E&GI Committee
Email: lorna.dupre@cambridgeshire.gov.uk nick.gay@cambridgeshire.gov.uk
Tel: 01223 699831

1. Background

- 1.1 In 2021 the Government published its Heat and Buildings Strategy. This included the ambition to phase out the installation of gas boilers from 2035 for domestic and non-domestic properties. A national target of installing over 600,000 heat pumps per year by 2028 was set to support the UK Net Zero target of 2050.
- 1.2 To address barriers to domestic heat pumps, a Net Zero Innovation portfolio of £60million was established including the 'Heat Pump Ready' Programme. This is to support heat pump deployment including improving the customer journey. In March 2023 Government published its Powering Up Britain Strategy committing to rebalancing the costs of gas and electricity by end of 2024.
- 1.3 Cambridgeshire's 2021-22 Annual Carbon Footprint identifies homes as producing 14% of greenhouse gas emissions. Decarbonisation of domestic heating is essential to meet the Council's objective of a Net Zero county by 2045. Heat pumps are the key technology to achieve decarbonisation of space heating, with Air Source Heat Pumps (ASHP) being the most affordable and widely applicable type of heat pump for domestic use. However, installing ASHPs and other heat pumps is a far less straightforward process for consumers, and capital costs are higher, than a like for like boiler replacement.
- 1.4 A consortium led by City Science and including Cambridgeshire County Council and Fenland District Council, has secured two rounds of DESNZ Heat Pump Ready Funding. The £197K "Phase 1" funding was to develop an "integrated stakeholder model" to support greater uptake of heat pumps through a place-based approach and the Phase 2 funding is to develop the Heat Pump Ready project for Friday Bridge to trial and evaluate: a One-Stop-Shop for retrofit domestic heat pump installations and affordable finance models.
- 1.5 This report seeks authorisation for the procurement of contractor(s) for ASHP surveys, design and (subject to a further decision on whether to proceed with the project) installation for the Phase 2 project.

2. Main Issues

2.1 Heat Pump Barriers

- 2.1.1 Although it is often reported that heat pumps are only suitable for modern properties with a high level of insulation, the Energy Systems Catapult Electrification of Heat¹ project demonstrated successful installation and efficient operation of heat pumps (primarily ASHPs) in 742 homes covering a broad range of property types including pre-1919 solid wall properties. Only a minority (15%) of properties required insulation upgrades and Seasonal Performance Factors (median SPF was 2.80) did not vary significantly with property age. The majority of installations (93%) did include fitting larger radiators. A summary of the project is included at Appendix A.
- 2.1.2 Capital cost is however a significant barrier to ASHP installation. Average cost per property in the above study was £14,800. This is significantly higher than gas boiler installation costs (£1,400 - £3,500)². Installation works are also more disruptive due to radiator replacement.
- 2.1.3 The complexity of the customer journey and finding trusted contractors are also significant barriers to heat pump installation. Many homeowners are uncertain whether a heat pump would be suitable for their property. A survey is required to inform the installation design. Multiple contractors could be required to survey, design the installation, install the heat pump, replace radiators, upgrade insulation (if desired) and install solar PV (often installed

alongside heat pumps to partly offset their electricity demand). The installer base is much more limited than for gas boilers and, with media reports of poor quality installations, homeowners may be nervous about finding an installer they can trust.

2.1.4 Heat pump installation also requires approval from the local electricity Distribution Network Operator. Although electricity network reinforcement costs no longer fall on the homeowner (from 1st April 2023 they are spread across everyone's electricity bills) there can be a significant delay awaiting approval.

2.2 DESNZ Heat Pump Ready Programme

2.2.1 The funding that City Science have secured for Heat Pumps for Friday Bridge is part of Stream 1 Phase 2 of DESNZ's Heat Pump Ready programme. The Friday Bridge project is one of four projects that DESNZ are funding under Stream 1 Phase 2. It aims to improve the customer journey and develop affordable finance.

2.2.2 Up to £1.8 million of grant has been awarded for Heat Pumps for Friday Bridge. This includes: funding for survey and installation design ("Phase 2a"); and £5,000 per property towards installation costs ("Phase 2b"). DESNZ requires projects to demonstrate that at least 25% of homes connected to one or more secondary (400/230 Volt) substations wish to install a heat pump in order to proceed to Phase 2b. Trial areas must be on the gas grid.

2.3 Friday Bridge Trial Area

2.3.1 Friday Bridge was identified as a suitable area by the Phase 1 feasibility study referred to in paragraph 1.4. Fenland was selected in order to address fuel poverty as part of the project. The feasibility study mapped the gas grid and secondary substation networks in Fenland. Friday Bridge was identified as the most suitable area following analysis of electricity network constraints, substation network sizes and property types.

2.3.2 The project aims to retrofit properties connected to up to seven secondary substations. The substations selected will depend upon demand from residents relative to DESNZ's 25% minimum deployment. If this uptake threshold is reached on all seven this would imply 146 homes being retrofitted. If the threshold is only reached for a single substation this implies around 30 homes being retrofitted.

2.4 Consortium

2.4.1 The Heat Pumps for Friday Bridge project is led by the consultant City Science. Both Cambridgeshire County Council and Fenland District Council are consortium members. Other consortium members are: Growth Guides who are leading on customer journey elements including developing the web based One-Stop-Shop; Lendology who are leading on developing and administering the loan offer; and Peterborough Environment City Trust (PECT) who are leading on resident engagement. UK Power Networks are also supporting the project with an assessment and delivery of any grid reinforcements required and Daikin is supporting the project by supplying ASHPs at bulk order prices.

2.5 Heat Pumps for Friday Bridge Approach

2.5.1 The project is developing a web-based, Council backed, One-Stop-Shop where Friday Bridge residents will be able to:

- Seek an initial assessment of their property's feasibility for an ASHP;
- Request a survey and proposal for ASHP installation plus supporting measures e.g.

solar PV, insulation, battery storage;

- Receive quotation documents from a contractor procured and vetted by the Council;
- Apply for affordable loan finance;
- Benefit from ASHP bulk purchase pricing;
- Book installation of an ASHP and supporting measures;
- Receive handover documents.

2.5.2 In some respects this is similar to offerings from the likes of Good Energy³ and Octopus Energy⁴. These also consolidate the customer journey into a single portal. The Heat Pumps for Friday Bridge project offers the additional benefits of being from a trusted source, independent of commercial energy suppliers and providing access to affordable finance.

2.6 Project Timelines

2.6.1 Heat Pump Ready Stream 1 Phase 2 projects and funding are split into two sub-phases:

- Phase 2a runs until November 2023. It comprises scheme development, set up and customer recruitment. This includes establishing the One-Stop-Shop website, developing the affordable finance offerings for residents, home surveys and installation designs. There is no cost to the Council at Phase 2a. Survey and installation design costs are covered by DESNZ and City Science. Costs of the development of the One-Stop-Shop are funded by DESNZ.
- There will be a project review at the end of Phase 2a. We will report back on Phase 2a outcomes and seek a Committee decision on whether to proceed to Phase 2b. The consortium will also report to DESNZ at this stage gate on whether resident demand achieves the 25% threshold to release (£5,000/property) funding for Phase 2b.
- Phase 2b will run from December 2023 until December 2024. It will start with UKPN assessing and implementing any required secondary substation network reinforcement (December 2023 to June 2024). This will be followed by installation of ASHPs and supporting measures at customers' homes (July to December 2024).

2.7 Procurement

2.7.1 The project requires a contractor to survey properties and design installations (Phase 2a) and (subject to November stage gate decisions) to install ASHPs and supporting measures (Phase 2b). These may be one and the same contractor or separate contractors. We have conducted a mini-competition to procure these contractor(s) under the Cambridgeshire Council's framework for domestic energy efficiency upgrades. This framework is managed by City Council and we were closely involved in its development and tender evaluation. All contractors on the framework are accredited to:

- Trustmark⁵, the Government endorsed quality scheme for works on domestic properties;
- MCS⁶ for low carbon heating measures;
- PAS 2030⁷ on installation, commissioning and handover of domestic energy efficiency measures.

2.7.2 Contractors must maintain these accreditations and deliver works to MCS and PAS 2035⁸

(Retrofitting dwellings for improved energy efficiency, specification and guidance) standards. This ensures quality of installation design and installation work. The Council will have contractual control over the contractors, including the ultimate sanction of removing them from the framework if they do not meet these requirements.

- 2.7.3 The estimated value of Phase 2a survey and design work is up to £420,000 depending on demand for surveys from residents. The estimated value of Phase 2b installation works is £450,000 - £2.1 million dependent on resident uptake. Contracts for installation works will be between the contractor and resident. Installation works will be funded by a combination of the £5,000 grant from DESNZ, low cost loans and capital contributions or alternative borrowing from the resident.
- 2.7.4 Because the value of the installation work is likely to exceed the £500,000 threshold, this procurement requires Committee approval. DESNZ grant funding milestones necessitate surveys, installation design and quotations taking place from July to October. To achieve this the Invitation to Tender (ITT) for this contract needed to be issued in advance of Committee approval. Advice on this was sought from Democratic Services and Procurement who confirmed that the ITT could be issued, with a clear caveat that installation work was not guaranteed and is subject to both Committee approval and DESNZ approval of Phase 2b.
- 2.7.5 The installation works element of the contract will only be utilised if the November stage gate report to Committee results in a Committee decision to proceed to installation works.

2.8 Loan

- 2.8.1 Lendology are leading on developing a loan offer. If, at the end of Phase 2a, there is resident demand for loans Lendology would administer loan provided at Phase 2b. Lendology are a Social Enterprise lender, established in 2003. They work with 15 Local Authorities to provide affordable finance for local residents for home improvements and have delivered £21 million in loan funding since 2005. This includes loans for energy efficiency and renewable energy works. Demand for loans will be evaluated and details of a proposed loan offer will be developed as part of Phase 2a. Typically Lendology loans are fixed interest, 5-15 year repayment terms (7-10 years being common) and secured against the property title.
- 2.8.2 There is complexity to resolve before we can confirm that affordable finance is viable at no cost or risk to the Council. We will work with the consortium to investigate options. The report to the November Committee will report on conclusions.

2.9 Boiler Upgrade Scheme (BUS) Funding

- 2.9.1 BUS grants towards the cost of heat pump installation are available for all residents in England and Wales. As per the Heat Pump Ready installation grant, these are set at £5,000 per property. The Heat Pump Ready and BUS grants cannot be combined. However, the BUS grant provides an alternative option if at the end of Phase 2a demand levels are significant, but not as high as the 25% threshold required to release the Heat Pump Ready Phase 2b funding. This helps manage the risk of creating an expectation with Friday Bridge residents that we cannot then deliver on if demand is not quite high enough.

2.10 Phase 2a Reporting & Stage Gate

2.10.1 We will report back to Committee in November with the Phase 2a conclusions on:

- The number of households that would like an ASHP installed;
- Other supporting measures that have been proposed;
- Total installation costs;
- Demand for loan funding;
- Feasibility of loan funding at no cost or risk to the Council;
- Whether the 25% secondary substations it has been achieved.

2.10.2 The November Committee report will seek a decision on whether to proceed to Phase 2b (installation).

3. Alignment with ambitions

3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes

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

- The project will support the delivery of this objective by making low carbon heating installation accessible to more residents in Friday Bridge;
- The learning and the One-Stop-Shop may enable the same or a similar offer to be rolled out more widely.

3.2 Travel across the county is safer and more environmentally sustainable

There are no significant implications for this ambition.

3.3 Health inequalities are reduced

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

- Loans would carry a risk of widening health inequalities in fuel poor households if loan repayments are unaffordable;
- Lendology are experienced in managing these risks. In customer satisfaction surveys 71% of their customers report a positive impact on health & wellbeing;
- If Phase 2a confirms that there is a demand for loans and that these are feasible at no cost or risk to the Council, we will work with Health colleagues on a methodology to ensure that loan targeting is effective, those most in need are not excluded and that health inequalities are not widened.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

There are no significant implications for this ambition.

3.5 Helping people out of poverty and income inequality

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

- The project may help alleviate fuel poverty. This will depend on specific installation costs, coefficients of performance and relative pricing of gas and electricity. We will have a better understanding at the end of Phase 2a of the first two points and on the proportion of properties where installation will deliver a net reduction in residents' costs.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised

There are no significant implications for this ambition.

3.7 Children and young people have opportunities to thrive

There are no significant implications for this ambition.

4. Significant Implications

4.1 Resource Implications

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

- No significant costs to the Council are expected at Phase 2a. Grant funding will cover the setup of the One-Stop-Shop and the cost of surveys and installation design will be covered by City Science and grant funding.
- CCC staff costs are also covered by grant funding (28 days of staff cost at P2 level split evenly over Phases 2a & 2b).
- Phase 2b costs, including loan offer, will be assessed by Phase 2a work and reported to Committee in November.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- A mini-competition has been conducted under the Cambridgeshire Councils' Domestic Energy Efficiency Retrofit Framework to appoint a survey and installation contractor(s).
- The Framework procurement followed an open, competitive, public procurement process.
- The value of the installation work exceeds the £500,000 threshold requiring Committee approval. The mini-competition documents made it clear that installation work is subject to approval by this Committee and to Phase 2a outcomes.

4.3 Statutory, Legal and Risk Implications

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

- No statutory issues have been identified.

- The installation contractor has been procured on a call-off basis and contracts for installation work will be between the contractor and resident, although the contractor will be required to fully comply with the terms of the Framework.
- There is reputational risk if the installation contractor or equipment under-performs. Procurement of a Trustmark, MCS and PAS accredited contractor helps manage this risk. Works will be subject to a 12 months workmanship warranty. The project will be evaluated post installation by the Carbon Trust and IPSOS, including a review of heat pump performance. Use of heat pumps from a reputable supplier (Daikin) also helps manage performance risk.
- There is also a reputational risk of creating expectation at Phase 2a that ASHPs will be installed which could be compromised by failure to achieve DESNZ's 25% uptake threshold. This conditionality will be included in communication to residents. If the threshold is not reached, but there is nevertheless significant demand, installations could still proceed under Boiler Upgrade Scheme grant funding, subject to Committee decision in November.

4.4 Equality and Diversity Implications

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

- Friday Bridge is within the third decile on the Indices of Multiple Deprivation i.e. it is within the top 30% most deprived areas in England, but not within the top 20%. The project could therefore impact on socio-economic inequalities.
- Heat Pumps for Friday Bridge will make heat pumps more affordable to install. Heat pump running costs can be higher or lower than a gas boiler depending on the property and relative prices of gas and electricity. Residents will be provided with projected energy bill impacts in the heat pump installation proposals and are under no obligation to accept proposals. Installations are more likely to go ahead in cases where a bill saving is projected. The policy should therefore result in energy bill savings for residents. Contractors are prohibited under the Framework from hard-selling proposals.
- If the Government's proposed rebalancing on gas and electricity prices takes place from late 2024 this is likely to make heat pumps cheaper to run than gas boilers for most properties.
- An EqIA e-form has been completed and is attached.

4.5 Engagement and Communications Implications

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

- A programme of community engagement will be taking place under Phase 2a.
- PECT are the community engagement lead and have experience of engaging with local residents on environment and energy efficiency issues.

4.6 Localism and Local Member Involvement

- Local Members have been made aware of the project and will be kept informed of progress as it moves forward.

4.7 Public Health Implications

There are no significant implications within this category.

4.8 Climate Change and Environment Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive Status:

Explanation: heat pumps are an energy efficient low carbon source of heating. Because they supply, on average, 2.8 units of heat per unit of electricity they use, they are 68% less carbon intensive than gas boilers even at current electricity grid carbon intensity. They will become even lower carbon as the grid is further decarbonised.

4.8.2 Implication 2: Low carbon transport.

Neutral Status:

Explanation: No impact on transport

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral Status:

Explanation: No impact on green spaces or land management.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Negative Status:

Explanation: Installation work will give rise to waste from boilers and radiators removed and packaging from new equipment installed. The contractors will collect and recycle waste as far as possible to minimise impacts.

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: No impact on water use.

4.8.6 Implication 6: Air Pollution.

Neutral Status:

Explanation: In principle replacement of fossil fuel boilers with heat pumps has a small impact in reducing emissions of air pollutants, in particular NOx. However, residential, commercial & public sector combustion is a small contributor to NOx emissions nationally (12%)⁹ and 70% of NOx at NO₂ exceedance locations originates from road transport¹⁰.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive Status:

Explanation: The project will support Friday Bridge residents with replacing fossil fuel boilers as part of climate change action. Subject to confirmation by Phase 2a, the project may have a positive impact on energy costs for those in fuel poverty.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Mike Falconer & David Parcell

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? Yes
Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User?
Yes
Name of Officer: Sheryl French

Have any engagement and communication implications been cleared by Communications?
Yes
Name of Officer: Kathryn Rogerson

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: Sheryl French

Have any Public Health implications been cleared by Public Health?
Yes or No
Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer?
Yes
Name of Officer: Emily Bolton

5. Source documents

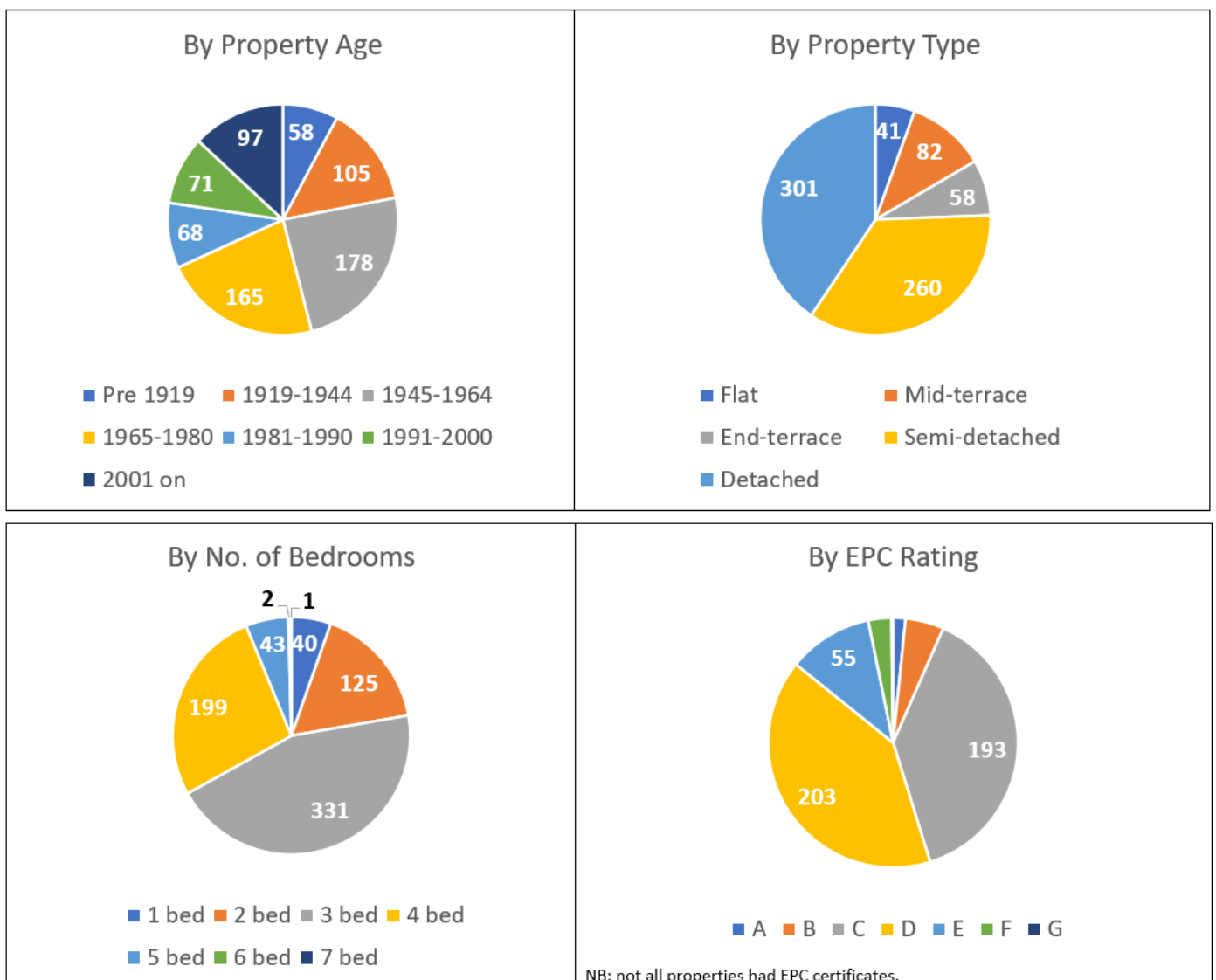
5.1 Source documents

1. <https://es.catapult.org.uk/project/electrification-of-heat-demonstration/>
2. <https://www.theheatinghub.co.uk/guide-to-boiler-installation-costs#:~:text=Updated%20for%202021.,fitted%20installation%20cost%20scenarios%20below.>
3. [Get a heat pump from Good Energy](#)
4. <https://octopus.energy/get-a-heat-pump/>
5. <https://www.trustmark.org.uk/>
6. <https://mcscertified.com/>
7. <https://www.trustmark.org.uk/tradespeople/how-to-become-pas-mcs-certified#questions>
8. <https://knowledge.bsigroup.com/products/retrofitting-dwellings-for-improved-energy-efficiency-specification-and-guidance-1/standard/preview>
9. https://uk-air.defra.gov.uk/assets/documents/reports/cat09/2210251052_DA_Air_Pollutant_Inventory_s_2005-2020_FINAL_v1.2.pdf (see Appendix F1)
10. [Emissions of air pollutants in the UK – Nitrogen oxides \(NOx\) - GOV.UK \(www.gov.uk\)](#)

Appendix A – Electrification of Heat Project

The Electrification of Heat UK Demonstration Project is a Government funded study to better understand the practical feasibility of large scale retrofit of heat pumps into existing UK homes. Heat pumps were installed in 742 properties by three delivery contractors. The study examined the survey, design and installation process and is monitoring the performance of the heat pumps after installation. The study includes reports on the installation work and an interim report on operational performance of the heat pumps up to August 2022. Further performance monitoring is ongoing and a final performance report will be published after September 2023.

Heat pumps were installed across the range of typical UK property types, ages and sizes. The breakdown of the 742 installations by property age, type, size and Energy Performance Certificate (EPC) rating is shown below.



The heat pumps installed were primarily ASHPs: 41% were low temperature ASHPs; and 33% were high temperature ASHPs i.e. ASHPs capable of providing heat at over 65°C flow temperature (equivalent to a condensing boiler). ASHPs installed ranged from 5 kW to 16 kW in capacity, the most common size was 8.4 kW. Only 5% of properties had Ground Source Heat

Pumps installed. In almost all cases (93%) new, larger radiators were installed in addition to the heat pumps, however only a minority of properties (15%) had insulation upgrades (mostly loft insulation) at the same time. Average installation costs were £14,800, inclusive of radiator upgrade costs. Installations typically took 2-4 days and involved 2 installers and 1 electrician. In cases where approval from the local electricity Distribution Network Operator (DNO) was required for the installation, this took up to 11 weeks in many cases. DNOs are, however, reported to have made improvements to speed up their processes since the study.

The Seasonal Performance Factor (SPF) of a heat pump is the ratio of kWh heat it delivers to kWh electricity it consumes over a year. This is an indication of the operational efficiency of the heat pump, higher SPFs representing better performance. Median SPFs for the ASHPs installed was 2.80. This includes electricity consumed by any backup or immersion heaters included in the systems. Interestingly there was no significant difference in SPF across the range of property ages (Median SPF for the pre-1919 properties was actually slightly higher at 2.94). SPF was higher for systems where a lower flow temperature was set, however, SPFs for low temperature and high temperature ASHPs were 2.74 and 2.89 respectively. The counter-intuitively higher SPF for the high temperature heat pumps is “likely due to a combination of higher performing refrigerants and weather compensation controls meaning that they operate at lower temperatures most of the time”. SPFs were around 0.3 higher than those found in a study (Final report on analysis of Heat Pump Data from the Renewable Heat Premium Payment scheme) published in early 2017, suggesting that there have been significant improvements in the performance of heat pump installations over the past 5-6 years.

In the majority of cases ASHP installations complied with noise requirements specified in MCS standards and permitted development rights with no special measures. Noise enclosures or barriers were only necessary on 4% of installations. Almost half of the heat pumps installed were low noise models.

Some properties (12% of those surveyed) were deemed unsuitable for retrofit in this study for a variety of reasons. 7% required heat pumps larger than the largest units (18 kW) available to the study, 4% were excluded on thermal comfort grounds and 4% were deemed to be unaffordable. Some were excluded due to lack of external space (8%) for an ASHP, or available space being too close to neighbours (5%) or due to lack of internal space for a hot water cylinder (2%). Properties with microbore (<15mm diameter) pipework in their central heating were also noted as unsuitable without full replacement of pipework.

The study concludes that ASHPs are suitable not only for the most modern and energy efficient homes, but can be installed and operate efficiently in all typical UK property types, ages and sizes. In most cases heat emitter upgrades are required as part of the install. Insulation upgrades were not commonly required although will reduce heating demand and therefore running costs.

Solid-wall property suitability for ASHPs

The project reports don't explicitly discuss building construction methods. However, a full database of properties surveyed and installations has been published alongside the reports. This does record the building construction methods. In total 62 solid-walled properties were retrofitted with heat pumps, 24 of these existing solid wall insulation, the remaining 38 had no wall insulation and solid wall insulation was not fitted as part of the ASHP installations. Installation contractors triaged 50 solid wall properties out of the programme for technical reasons, 9 of these were due to concerns over whether the ASHP would achieve thermal comfort, 21 were due to large enough ASHPs not being available to the programme, the remainder were due to noise, space or cost

constraints. The proportion of solid wall properties triaged out due to technical feasibility reasons was 31%. This compares to a 16% rate across properties of all construction types. This suggests installation of ASHPs in solid wall properties is more technically challenging than average. However, ASHP installation was feasible on solid wall properties in the majority of cases.

EQUALITY IMPACT ASSESSMENT - CCC526203059

Which service and directorate are you submitting this for (this may not be your service and directorate):

Directorate	Service	Team
Climate Change & Energy Service	Energy Programme Manager	Energy Team

Your name: Chris Parkin

Your job title: Community Energy Manager

Your directorate, service and team:

Directorate	Service	Team
Climate Change & Energy Service	Energy Programme Manager	Energy Team

Your phone: 01223715909

Your email: christopher.parkin@cambridgeshire.gov.uk

Proposal being assessed: Heat Pump Ready - Friday Bridge

Business plan proposal number:

Key service delivery objectives and outcomes: To meet the Council's 2045 Net Zero Carbon target for the county heating in all homes needs to be decarbonised. Heat pumps are the key low carbon heating technology to deliver this. However heat pumps are not however a direct drop in replacement for boilers. They require assessment of the compatibility of the existing central heating system and frequently require replacement of radiators and installation of new hot water cylinders. They are also more costly to install than a conventional boiler. Heat pumps also have the potential to reduce heating costs, but this is dependent upon the specifics of the property and relative pricing of gas v electricity. At current energy prices, for an average property, heating costs are comparable with gas heating costs. Government has announced that it will start to rebalance electricity v gas costs from the end of 2024 to make heat pumps cheaper to run. The proposal is to trial a new One Stop Shop for domestic heat pump installation where residents can seek: online feasibility assessment; free surveys, installation design and quotations; book installation; and receive handover documents. The proposal will also investigate the demand for and feasibility of low cost loans to supplement grant funding towards the capital cost of heat pump installation.

What is the proposal: The proposal is to trial a One Stop Shop approach, hyper-local marketing and affordable finance. The One Stop Shop aims to simplify the customer journey, by providing a single point of contact for all aspects of the heat pump installation process. The affordable finance element aims to make the cost of installation less of a barrier. The trial area is Friday Bridge in Fenland. The trial is funded by a £1.8 million central Government grant. The report seeks approval for the procurement of contractor(s) for the survey, installation design and installation of domestic heat pumps as part of the One Stop Shop offer. It also notes that the feasibility of, and demand for, low cost loans is being investigated and that there will be a stage gate report to Committee in

November to seek a decision before any installation work goes ahead.

What information did you use to assess who would be affected by this proposal?:The Heat Pump Ready Phase 1 feasibility report. This identified that there are 7 secondary substations in Friday Bridge serving 569 properties. Central Government grant funding for the installation work requires that at least 25% of the homes on one or more substation will be retrofitted with a heat pump. The proposal will target 146 heat pump installations, but numbers will reduce if the 25% threshold can be met on fewer than 7 substations.

Are there any gaps in the information you used to assess who would be affected by this proposal?: No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?: No employee groups are affected. Residents in Friday Bridge are affected. The proposal will give them access to free surveys, installation designs and quotations for heat pump installation. The surveys will also conduct a whole house retrofit assessment for other recommended energy efficiency measures e.g. insulation upgrades, solar PV etc to the relevant industry standard. If, at the stage gate in November, Committee approves proceeding to installation residents will have access to £5k grant towards installation costs. Heat pumps will also be supplied at bulk discount and cost savings passed on to residents. If a loan offer proves viable this will be administered by an FCA regulated, Community Interest Company. They have a track record ok making affordable finance available to groups who struggle to access finance from mainstream lenders due to their consideration of individual customer circumstances rather than relying on one-size fits all algorithm assessments of loan eligibility. The majority of the Friday Bridge trial area is within the third decile for Indices of Multiple Deprivation i.e. within the 30% most deprived areas in England (but not within the 20% most deprived).

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: Over represented

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: Yes

Does the proposal relate to an area with known inequalities?: Yes

What is the significance of the impact on affected persons?:The proposed One Stop Shop will make heat pumps more accessible to residents by: simplifying the customer journey; providing free surveys and installation design; providing access to a qualified, trusted installer; potentially providing access to affordable loans if there is a demand and this is feasible at no cost or risk to the Council. Installation design will include assessing impacts on energy bills. Installations are likely to reduce energy bills in a significant proportion of cases. If Government delivers on its commitment to rebalance gas and electricity costs, heat pump installations are likely to reduce energy bills in the majority of cases. The procurement of contractor(s) for survey, installation design and installation (that is the specific decision requested of this Committee) does not directly impact on residents, but is an enabler for the above impacts.

Category of the work being planned: Policy

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Socio-economic inequalities

Research, data and /or statistical evidence: Indices of Deprivation 2019 data was used to identify the Friday Bridge trial area as being within the third decile for Indices of Multiple Deprivation English indices of deprivation 2019: Postcode Lookup (opendatacommunities.org)

Consultation evidence: Phase 1 of the Heat Pump Ready project included engagement by Peterborough Environment City Trust with 102 Friday Bridge residents in the second half of 2022. This identified that a local, trusted and accredited supplier with communication from the Local Authority would be the preferred route for heat pump installation. The proposal is a trial and the next stage (up until November) will include more resident engagement and gather more evidence of: the demand for heat pump installation; the cost of heat pump installations in Friday Bridge properties; the projected impact on energy bills. This will be reported to Committee in November to inform a decision on whether to proceed to installation.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Access to free heat pump installation design. Improved affordability of heat pump installations. Savings on energy bills. This will be confirmed by the surveying and design work taking place between now and November which will inform a Committee decision in November on whether to proceed to installation.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: None. In principle heat pump installation could increase energy bills for some properties. However, survey and installation design conclusions on energy bill impact will be shared with residents. Where this identifies an increase in bills the resident is unlikely to decide to proceed to installation.

How will the process of change be managed?: Friday Bridge residents are being engaged with by mailshots, website, door to door engagement and community open events to provide more information on the proposed service and gather feedback. This engagement aims to contact all 569 homes in the trial area.

How will the impacts during the change process be monitored and improvements made (where required)?: The proposal is an innovation project and will be closely monitored for reporting to central Government. This will include monitoring projected and actual installation costs, resident demand for installations, resident demand for loans, satisfaction with installation work and operational running costs. Post installation monitoring will be conducted by the Carbon Trust and IPSOS.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
<p>In principle heat pump installation could increase energy bills for some properties. However, projected bill impact will be made clear in installation proposals to residents. It is unlikely that properties where a bill increase will choose to proceed with installation. An adverse shift in energy prices i.e. an increase in electricity costs relative to gas costs would shift more installations into a negative impact on energy bills.&nbsp;</p>	<p>Socio-economic inequalities</p>	<p>Low</p>	<p>Transparency: residents will be presented with projected impact on energy bills as part of the installation design proposal. Cautious Energy Price Assumptions: assumptions on gas prices v electricity prices in the above will include a margin of caution. Government Policy: In March 2023 Government stated that it would rebalance gas v electricity costs starting from the end of 2024. This is explicitly designed to make heat pump installation more attractive. We will keep Government's progress on this under review between now June 2024 when installation work would commence.</p>	<p>City Science & CCES</p>	<p>30/11/2023</p>

Head of service: Sheryl French

Head of service email: sheryl.french@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Local Energy System Transition

To: Environment and Green Investment Committee

Meeting Date: 13th July 2023

From: Executive Director; Place and Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The development of a Cambridgeshire Local Area Energy Plan in partnership with the Combined Authority and Cambridgeshire Local Authorities, to facilitate energy system transformation and deliver Climate and Net Zero ambitions.

Recommendation: Committee is recommended to:

- a) Comment on the draft outcomes and scope of the Local Area Energy Planning process as set out in paragraphs 2.6-2.8
- b) Delegate responsibility for awarding and executing contracts for the provision of the specialist energy consultancy services, described in paragraph 2.9, and any extension periods to the Executive Director Place and Sustainability in consultation with the Chair and Vice Chair of Committee.

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1. Background

- 1.1 The Government's Climate Change Committee's Sixth Carbon Budget (i.e., years 2033-37) identified that to continue to reduce emissions from the energy sector while meeting the future demands from the electrification of heat and transport, substantial reform to the national energy system is needed and in particular to the electricity system. Achieving the national target of Net Zero by 2050 and the security and resilience needed for an advanced and prosperous economy, cannot be done without transitioning to a smart energy system and dealing with market and grid connection obstacles. For example, rebalancing the costs of gas and electricity, building up local energy supplies and achieving cost effective, timely grid connections for projects.
- 1.2 The future electricity demand profile for the UK at Appendix A identifies there will be at least a doubling of demand by 2050 compared to usage at 2018 levels, even after all energy efficiency efforts have been made.
- 1.3 The Department for Energy Security and Net Zero is working closely with Ofgem on wider reforms to the UK energy system promoting a more flexible and efficient approach. Options being explored are looking at planning, governance and operation of the energy system at a regional and local level to facilitate a flexible system with clean energy generation and distribution, right down to the town, street and home level. The energy market is also being reviewed as currently it is too complicated, fragmented and difficult to navigate to deliver the UK's net zero and security ambitions. As part of this market review, the creation of a 'digital energy infrastructure' platform that allows communities, businesses and organisation to buy and sell surplus renewable electricity and services to each other and access multiple markets in a transparent and simple way, is being explored.
- 1.3 The development of smart local energy systems is the future. Critical to their development is the engagement and support of local communities to be more involved in the design and delivery of these systems. Local approaches will be key to achieve the electricity demand and system efficiency whilst delivering net zero, growth and resilience ambitions.
- 1.4 A smart local energy system is one that brings together energy generation, storage (e.g., batteries), demand management and infrastructure that is all connected in a digital way, at a local level. These systems have been shown to reduce costs to consumers, deliver value for communities, accelerate the journey to net zero and improve energy security for local places.
- 1.5 Critical to a successful transformation are the changes to the way people interact with the energy system, for example, fuelling their vehicles and heating their homes, along with the growth of local generation of electricity and heat. Importantly, the changes to the energy system must engage and empower consumers to be part of the energy system to deliver the right outcomes whilst also benefiting from its transformation. Appendix B provides a summary of recent local energy projects delivered by the Council which provide examples and benefits to a future energy system.
- 1.6 The outcome of this report is to proceed with the development of Local Area Energy Planning in partnership with Cambridgeshire Local Authorities, the Combined Authority and UK Power Networks.

2. Main Issues

Local Area Energy Planning (LAEP)

- 2.1 To reach Net Zero, a planned and coordinated approach to local area energy planning is needed to ensure delivery at least cost, whilst also embedding wider benefits including resilience, air quality improvements and better health and social outcomes such as fuel poverty alleviation.
- 2.2 Local area energy planning is a 'data-driven, whole system approach that considers how to decarbonise the entire energy system across electricity, gas, heat, cooling, and transport systems. A plan will set out the change required to enable Cambridgeshire's energy system to meet the net zero ambition and put communities in Cambridgeshire at the heart of the energy transition, providing opportunities to engage and benefit from this change.
- 2.3 A Partnership Steering Group was set up in November 2022 comprising representatives from across all the Cambridgeshire Local Authorities including the Combined Authority, UK Power Networks (UKPN) and both Universities. Meetings to date have focussed on building the group's understanding of Local Area Energy Planning, reviewing existing plans, assessing the availability and costs of tools and technical platforms, understanding the data requirements to support the development, stakeholder mapping and developing a scope for a plan for Cambridgeshire.
- 2.4 The County Council is leading the development of the Local Area Energy Planning process and will be responsible for the collective budget and procurement of specialist energy consultancy. The LAEP is not only essential in itself, but plays a vital role in wider infrastructure and land use planning across the county feeding into the Combined Authority's Strategic Infrastructure Delivery Framework and our Local Authority partners Land Use Planning. The Universities' role is advisory to inform future thinking and scenarios informed by their research and UKPN will look to use this process to inform future network investment and planning.
- 2.5 Critical to the development of a successful local area energy plan is having an effective partnership with a shared understanding of what is needed for the energy transition, a strong governance framework and a plan for multidisciplinary inputs from across the energy system including the energy networks and suppliers, developers, large users and the community. Only with this wide stakeholder input can a credible plan be developed that also manages a Just Transition and leaves no-one behind.
- 2.6 The LAEP will take approximately 18 months to develop once the agreement to resource and support its development is in place across the Local Authorities. It will provide a route map to deliver a Net Zero energy future, including grid upgrades, renewable generation, retrofits, EV charging, battery storage and other infrastructure plus the new types of behaviours needed to make a new energy system fit for everyone and the environment. Anticipated outcomes include:
 - o A dynamic digital platform, which can spatially map a future energy system
 - o Grid scale planning for UKPN to feed into their business plans with OFGEM

- o A high-level business case and pathway for the future energy system, providing the quantum of investment and infrastructure required.
- o A detailed 5-year programme prioritising no regret opportunities and supporting strategic infrastructure planning and delivery.
- o A clear pathway for community energy to support communities to be at the heart of the new local energy system.

2.7 In addition to the outcomes above, other objectives include:

- Supporting the alignment of future spatial and energy planning frameworks in the County area
- Informing future planning for strategic infrastructure investment
- Informing other strategies including local economic and asset strategies
- Supporting future policy development
- Engaging communities and putting them at the heart of the Plan
- Identifying opportunities to develop new projects to meet our own and partner ambitions.
- Informing future bids and deals with government for future investment into Cambridgeshire
- Attracting private sector investment into the energy system transformation (Please see Appendix C, the headline investment for Peterborough's Local Area Energy Plan.)

2.8 A draft scope is developing including, but not limited to, the points below:

- o Identification of likely future growth in energy demand, for example, from cooling
- o Opportunities to avoid or mitigate energy demand in the first place – designing out where we can.
- o The decarbonisation of heating, cooling and power for all buildings both new and existing, prioritising demand reduction and efficiency measures and meeting residual demands from renewable sources.
- o Managing energy flexibility including demand management and storage to improve system efficiencies and whole system change.
- o The decarbonisation of motorised transport through the provision of EV charging infrastructure for vehicles as well as potentially hydrogen infrastructure for large transport vehicles.
- o The local generation of renewable electricity at all scales to support future demand, ensuring community energy schemes and community benefits are centre stage to the transition.
- o Timely investment and delivery of distribution network upgrades and flexibility mechanisms along with National Grid upgrades to facilitate decarbonisation.
- o Collaborations with high energy consumers, including research facilities, businesses, food processing, water, manufacturing to manage peak demand as part of the wider system management, as well as agriculture.
- o Creation of highly resilient infrastructure, to provide continuity of supply to all customers, with priority for critical services; and

- Support the development of the local energy economy and the creation of green jobs.

2.9 The Council engages with the development of the LAEP in a number of different ways. It is:

- Leading LAEP as a Project, bringing together the resources from across the Partnership to fund and participate in its development; and ensuring effective stakeholder engagement.
- A major asset owner, the Council can develop and support projects to facilitate the implementation of the LAEP benefiting the Council and its wider delivery e.g., participation in proposed heat networks as anchor loads and developing strategic generation and storage projects; and
- Championing and supporting communities to participate and benefit from the energy transformation. This will include collaborating on the development of community energy projects, building community capacity to engage effectively in the future energy system and partnering in project delivery.

2.10 To develop the LAEP, a budget of £155,000 is being proposed for phase 1. The budget will cover the extent of specialist energy service advice, guidance and analysis to deliver the Project. The intention is to procure external consultancy using a specification agreed by the Steering Group which will be informed by paragraphs 2.6-2.8 above. The County Council's Local Authority partners are each securing commitment to the LAEP project through their governance arrangements. The County Council is contributing £30,000 for Phase 1 from the Round 1 Just Transition Funding already allocated for this purpose.

2.11 The next steps for the LAEP Project is to:

- Finalise inputs to the objectives and scope of the LAEP with partners.
- Develop the programme to build a clear timeline for delivery including procurements, key decision stage gates, governance, stakeholder engagement and critical pathways.
- Confirm participation and resourcing from Local Authority partners
- Procure the specialist energy support needed once partners have confirmed their support to the project and approved the steps above.

3. Alignment with ambitions

3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

Without Local Area Energy Planning Cambridgeshire will not reach Net Zero by 2045 in a planned and resource efficient way.

3.2 Travel across the county is safer and more environmentally sustainable.

Local Area Energy Planning will identify the underpinning energy infrastructure requirements to delivery EV charging for electric vehicles in a planned and coordinated manner.

3.3 Health inequalities are reduced.

Retrofitting of homes is a key element. This will improve health from reducing costs for heating homes and preventing further fuel poverty. It will also help tackle and improve air quality through cutting fossil fuels for heating homes and cars.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

As above.

3.5 Helping people out of poverty and income inequality.

By putting communities at the centre of the energy transition this will help build community wealth, create green jobs and support the Just Transition.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

As above.

3.7 Children and young people have opportunities to thrive.

No significant implications.

4. Significant Implications

4.1 Resource Implications

The Council committed Round 1 Just Transition Funding towards Local Area Energy Planning in 2022 and this budget is supporting the leadership of the work and a contribution to the consultancy budget.

However, wider inputs from across the Council will be needed including property, rural estate, transport policy, corporate policy, procurement, communications, communities and business insights.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

It is too early to provide a clear procurement route for the specialist energy analysis and consultancy that is needed for the Local Area Energy Planning process. As the specifications are developed over the next couple of months, advice and guidance on procurement options will be sought from the procurement team to inform the Steering Group decisions on the best approach for the project.

4.3 Statutory, Legal and Risk Implications

The development of a LAEP is non statutory. However, to deliver the Council's net zero ambitions it is essential the energy system transitions to low carbon.

The major risks include:

- **Credibility:** the plan must be based on sound evidence and strong stakeholder engagement.
- **Acceptability:** The Local Planning Authorities must accept the plan and adopt it as an evidence base for Local Plans
- **Commitment:** Public sector organisations commit to using their assets to support, anchor and deliver the plan and its ambitions

4.4 Equality and Diversity Implications

Assessment being completed.

4.5 Engagement and Communications Implications

Strong engagement with all stakeholders will need to be planned and delivered. In particular, large energy users, developers, communities and energy network managers.

4.6 Localism and Local Member Involvement

The LAEP will facilitate and support the transformation of Cambridgeshire's energy system.

4.7 Public Health Implications

Please see section 3.3.

4.8 Climate Change and Environment Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Positive

Explanation: The LAEP will plan for the scaling up of building retrofits including low carbon heating solutions.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Positive

Explanation: EV charging infrastructure relies on clean electricity supplies. The LAEP will be planning for the increase in demand for electrified transport.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Negative

Explanation: Competition for land is a major challenge whether for food, nature or energy. It is important that brown field and buildings are maximised for renewables energy and storage solutions and green field land minimised.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: Energy from waste is lower on the waste hierarchy and will be considered in the LAEP.

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: N/A

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Positive

Explanation: Planning for greater level of renewables for heat and power will cut emissions from fossil fuels providing cleaner air.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Positive

Explanation: Securing local energy supplies will build resilience for essential services along with the strategic planning for local communities to benefit from the energy transformation through lower bills.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Mike Falconer

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? Yes

Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User?

Yes

Name of Officer: Sheryl French

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Kathryn Rogerson

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Sheryl French

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

If a key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents

5.1 Source documents

[Cambridgeshire and Peterborough Combined Authority Strategic Infrastructure Delivery Framework \(12th June 2023, Environment and Sustainable Communities Committee, Item 11\)](#)

[Consultation: Future of local energy institutions and governance | Ofgem](#)

[Call for Input: The Future of Distributed Flexibility | Ofgem](#)

[Local Area Energy Planning - Energy Systems Catapult](#)

5.2 Location

[Cambridgeshire and Peterborough Combined Authority Strategic Infrastructure Delivery Framework \(12th June 2023, Environment and Sustainable Communities Committee, Item 11\)](#)

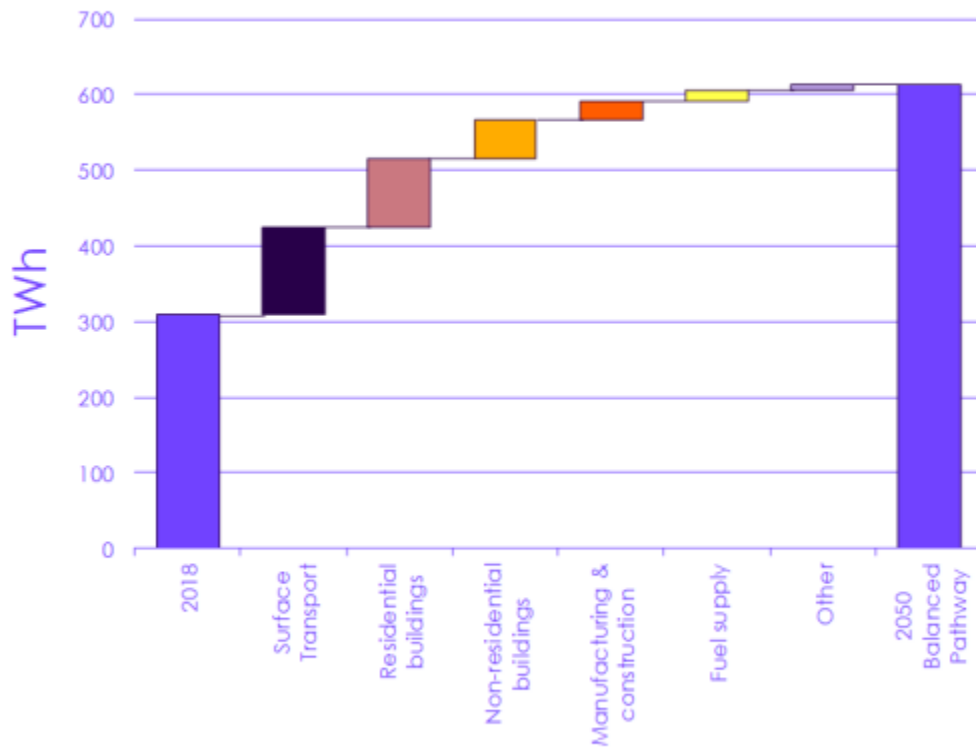
[Consultation: Future of local energy institutions and governance | Ofgem](#)

[Call for Input: The Future of Distributed Flexibility | Ofgem](#)

[Local Area Energy Planning - Energy Systems Catapult](#)

Appendix A:

Figure M5.5 Contribution by sectors to increased Electricity demand in the Balanced Pathway (2018-50)



Source: CCC analysis.

Notes: 'Other' category includes agriculture, aviation, direct air capture, shipping and F-gases.

Appendix B: CCC energy projects as case studies to describe what building this new system looks like.

CCC energy asset	What do these energy projects do?	What is their role in the smart local energy system?	How does this benefit our communities locally
Swaffham Prior Community Heat Project	Electrification of heating and hot water for a previously oil dependent village	Cut carbon emissions at scale; avoided the need to upgrade the grid; put in place a system to manage demand flexibly using storage i.e. When there is high demand the project cuts demand and used its stored heat	Avoided upfront capital cost for homeowners to decarbonise their heating (compared to individual ASHP) Future management of heating bills to prevent fuel poverty. Equitable opportunity to decarbonise across all homes. Achieving saleability quickly. Demonstrator of new business model.
St. Ives and Babrham Park and Ride Projects	Smart integrations of low carbon technologies including solar generation, EV charging, battery storage and local energy supplies	Local supply of clean electricity increasing generation, delivery of ev charge points supplied by clean electricity; smart technology platform to manage demand across power, transport demands, flexibility services with battery storage to manage peak demand.	Local supply of clean electricity to build resilience for local businesses; building investor confidence of connecting different technologies together and how they operate. Demonstrator of new business model to build market and investor confidence.
Triangle Solar Farm	Generate clean electricity to supply to the grid using the contract for difference mechanism	Generation of clean local energy to support future demand for electricity.	Increased supply of local clean energy generation. Local Authority benefitting from the income.
North Angle Solar Farm and the Private wire	Generate clean electricity to supply to the grid, to the heat network and for other local projects to reduce future grid connection requirements and costs	As above but in addition, reduction of future grid upgrades and costs as direct connections to the solar farm electricity via private wire (when built!) can be accessed.	As above.
Schools retrofit programme	Install energy efficiency and renewable energy measures controlled with building management systems	Reduced demand on the energy system for electricity and heating, greater resilience; reduced grid scale infrastructure investment needed	Schools reduce their energy and hence their bills (plus avoided future cost); local energy generation builds local self-sufficiency and resilience

Appendix C- Peterborough City Council's Local Area Energy plan headlines.

To meet a net zero target of **2040**, this plan requires capital investment of:

£8.8 billion
total

Including:
£2.1 billion
in domestic properties

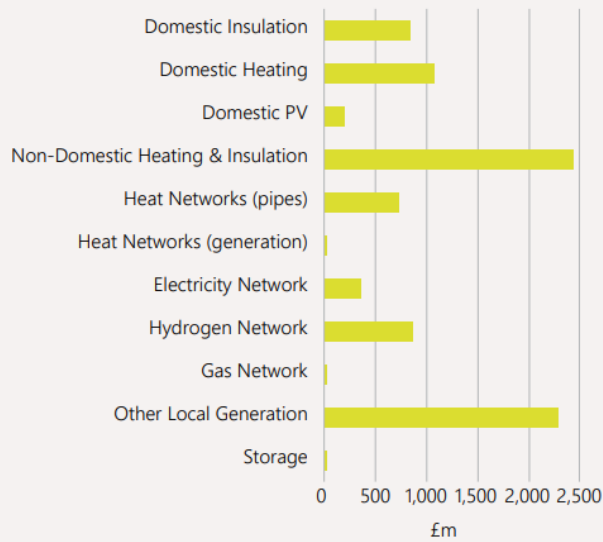
£1.6 billion
in energy networks

76

Saving:

4.3 million tonnes CO₂
cumulatively to 2050 against a business-as-usual pathway

Total Capital Investment



Peterborough's energy system will have transformed, with:

80,000
heat pumps installed in homes

At least **16,000** new connections to a district heat network

66,000
homes retrofitted with insulation, glazing and draughtproofing improvements

72%
of cars fully electric or plug-in hybrid

35%
homes generating their own electricity with rooftop solar

Up to **1,350 MW**
of large scale renewable generation

Anglian Water Cambridge Waste Water Treatment Plant Relocation Project

To: Environment and Green Investment Committee

Meeting Date: 13th July 2023

From: Executive Director; Place and Sustainability

Electoral division(s): Waterbeach and Kings Hedges

Key decision: No

Forward Plan ref: N/a

Outcome: The Committee's endorsement of Cambridgeshire County Council's Relevant Representations produced by technical officers in response to the Anglian Water's proposals, to allow a submission to be made to the Planning Inspectorate (PINS) in line with the formal consultation deadline of 19th July 2023.

Recommendation: The Committee is being asked to:

a) To endorse the draft Relevant Representations in Appendix 3 for submission to the Planning Inspectorate; and

b) Delegate authority to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Committee to make minor changes to the Relevant Representations.

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1. Background

- 1.1 Anglian Water are proposing to relocate the Cambridge Waste Water Treatment Plant currently on Cowley Road, to the north of the A14 near Junction 34. The two nearest communities are Fen Ditton to the south of the proposed site, and Horningsea to the north. The proposed development is considered by the Secretary of State (for Environment, Food and Rural Affairs) to be a project of national significance. In line with section 35 of the Planning Act 2008 (as amended); this requires an application to be submitted for a Development Consent Order (DCO).
- 1.2 In seeking a DCO for the relocation of the Waste Water Treatment Plant it will not be determined by the County Council as the Waste Planning Authority. Responsibility for accepting and examining the application rests with the Secretary of State (for Environment, Food and Rural Affairs). The Planning Inspectorate carries out certain functions related to national infrastructure planning on behalf of the Secretary of State.
- 1.3 The County Council has a distinct role in this process as a 'host' authority alongside Cambridge City Council and South Cambridgeshire District Council. The Local Authorities have a role in informing the process and providing local specialist knowledge. Officers have engaged in providing pre application advice from key specialist teams in the authorities, including from officers acting as the Council's Highway Authority and Lead Local Flood Authority.
- 1.4 The Cambridge Waste Water Treatment Plant Relocation project has already undertaken three pre-application consultations with the general public, alongside pre-application discussions with key specialisms within the 'host' authorities, to help inform their proposal prior to the submission of their application to PINS.
- 1.5 Appendix 1 sets out the six stages involved with a NSIP application and Appendix 2 clarifies the role of the local authority at each of the stages (excluding the decision). PINS guidance¹ is clear that a local authority and the local community are consultees in their own right. Whilst local authorities should have regard to what the community is saying, it is not intended that they necessarily adopt all of those views put to them. In this context, local authorities in particular must conduct themselves in line with the National Policy Statements and the relevant guidance.
- 1.6 The Environment and Green Investment Committee that took place on 16th September 2021 approved delegated authority for submitting documents to PINS where there is insufficient time to take them to Committee. This aligns with PINS guidance to local authorities. Some of the deadlines in the process can be as short as 14 days. It is noted that PINS as the Examining Authority may disregard late responses.
- 1.7 PINS accepted Anglian Water's application for examination on 24th May 2023. As part of the current pre-examination stage individuals and organisations can register as an interested party and submit relevant representations. This is the first time during which comments on an application can be submitted to PINS for consideration by the

¹ Planning Inspectorate (PINS) National Significant Infrastructure Project (NSIP) Guidance and Advice Notes; <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

inspector/inspectors (referred to as the Examining Authority (ExA)). Relevant Representation should include a summary of what the local authority agrees and/or disagrees with in the application, what they consider the main issues to be, and their impact. The content of relevant representations is used by the Examining Authority to help inform their initial assessment of principal issues for examination.

- 1.8 Relevant representations have been able to be submitted to PINS since the 14th June 2023, with a closing date of 19th July 2022. Anglian Water publicised these dates (in a Section 56 notice) in local and national newspapers, and the London Gazette on 7th June 2023. A second Section 56 notice was published in local newspapers on the day the relevant representation period began i.e., 14th June 2023. The host authorities whilst continuing to co-ordinate together to best inform the process are submitting separate representations.
- 1.9 A draft of Cambridgeshire County Council's relevant representation produced by technical officers can be found in Appendix 3 of this report for the committee's consideration. If the recommendations within this paper are approved, it will allow officers to submit the Council's relevant representations to PINS to meet the deadline of 19th July 2023.

2. The Proposal

- 2.1 Anglian Water are proposing to relocate the Cambridge Waste Water Treatment Plant. The new low carbon facility will recycle water and nutrients, and produce green energy. In the summer of 2020 Anglian Water ran a public consultation on 3 shortlisted sites. In June 2021 Anglian Water held their second consultation which included their preferred site. A third consultation was held February 2022 with further details of the design and Preliminary Environmental Information Report. Cambridgeshire County Council responded to all these consultations.
- 2.2 The proposed relocation of the Waste Water Treatment Works from Cowley Road would enable the redevelopment of the wider area referred to as North East Cambridge delivering circa 8,000 homes and 20,000 jobs. The Greater Cambridge Planning Service have developed a draft Area Action Plan to guide development over the next 20 years. The Environment and Sustainability Committee approved the Cambridgeshire County Council response to the consultation on 17th September 2020.
- 2.3 The new facility is proposed to operate with net zero carbon emissions and Anglian Water are seeking to reduce "capital" or "embedded" carbon during the construction phase.
- 2.4 Anglian Water's proposals include establishing new habitats for wildlife, creating improved access to the Cambridgeshire countryside connecting to existing footpaths and access routes. There are extensive landscape proposals to mitigate the visual impact and a discovery centre offering education opportunities included as part of the facility.

3. Planning Policy

- 3.1 The policy framework for determining an NSIP application is proposed by Anglian Water to be as set out in Section 104 of the Planning Act 2008 (as amended), set out below:

In deciding the application the Secretary of State must have regard to:

- a) any national policy statement which has effect in relation to development of the description to which the application relates (a “relevant national policy statement”);
- b) the appropriate marine policy documents (if any), determined in accordance with section 59 of the Marine and Coastal Access Act 2009;
- c) any local impact report (within the meaning given by section 60(3)) submitted to the Secretary of State before the deadline specified in a notice under section 60(2);
- d) any matters prescribed in relation to development of the description to which the application relates; and
- e) any other matters which the Secretary of State thinks are both important and relevant to the Secretary of State’s decision.

3.2 As part of Section 51 advice, discussions between Anglian Water and PINS included if Section 105 of the Planning Act 2008 (as amended) would apply. Section 105 relates to if no national policy statement has effect. It was agreed this would be considered as part of the Examination.

3.3 The relevant documents in relation to this application from the Cambridgeshire perspective are the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021); the South Cambridgeshire District Council and Cambridge City Council Local Plans (2018); and any Local Impact Report submitted during the Examination. The National Planning Policy Framework (NPPF) 2019 is also a material consideration.

4. Main Issues

- 4.1 As the Waste Planning Authority, consideration should be given to the Cambridgeshire and Peterborough Minerals and Waste Local Plan policies. These have been highlighted in the Relevant Representations.
- 4.2 Sight of unredacted versions of relevant biodiversity and ecology related surveys are needed so that a full review by the local authorities can be provided. The Councils also ask for a copy of the Biodiversity Net Gain (BNG) spreadsheet, and associated maps, so that the Biodiversity Net Gain assessment can be fully reviewed.
- 4.3 The Council is concerned that the documentation submitted doesn’t demonstrate how adverse impacts for certain ecological receptors will be adequately mitigated / compensated as part of the scheme.
- 4.4 The Council is concerned that the proposed draft DCO requirements do not effectively secure conservation of biodiversity.
- 4.5 The Council supports the Applicant’s proposal to establish an Advisory Group prior to the landscape works commencing in order to advise on the detailed management and maintenance plan and review of the Landscape, Ecological and Recreation Management Plan. However, it is unclear how this will be delivered. The Council is seeking an outline terms of reference for the proposed group. Funding will also need to be secured to support effective participation by key stakeholders.

- 4.6 There is a significant visual impact for users of Low Fen Drove. The Council welcomes the dedicated bridleway to Stow-Cum-Quy, providing additional provision for users of the public rights of way (PROW) network and local communities.
- 4.7 The Pedestrian and Cycle provision on the B1047 (Horningsea Rd) should be expanded to accommodate equestrian users.
- 4.8 The closure of PROWs should be avoided. Access should be maintained, including provision for access to Fen Ditton School.
- 4.9 The DCO articles need to include provision for the Local Highway Authority to approve works on the Highway.
- 4.10 Construction traffic movements through residential areas, both in Waterbeach and Chesterton need to be minimised. It is essential unnecessary movements are avoided.
- 4.11 Further detail of the Surface Water Drainage Strategy, calculations and layout are needed for the Council to fully review the proposals.
- 4.12 Health impacts need to include the decommissioning of the existing site. Consideration should be given to the proposed ventilation stack and future housing.

5. NSIP Application Process

- 5.1 The DCO application has been accepted by PINS for examination which will be carried out in public. As part of this pre application stage the local authorities will be notified of the preliminary meeting to discuss procedural matters. After which an Examination timetable should be set, including deadlines for when information needs to be submitted to PINS. Agreement on any remaining issues should be sought and/or negotiations continued. There may also be the need to continue negotiation in respect of any compulsory acquisition affecting any local 'host' authority's land holdings or interests. Reaching agreement on as many issues as possible in advance of the examination is likely to lead to a more focused and expedient examination process for all participants.
- 5.2 During the Pre Examination and examination stages, the local authorities will:
 - Respond to the Examining Authority's (ExA's) written questions which are normally based on an initial assessment of the application, (including the principal issues of the proposed scheme), and the representations received from interested parties;
 - Prepare and submit to PINS a Local Impact Report (LIR), setting out the likely impacts of the proposed scheme on the County Authority's area, by using local knowledge and robust evidence, and set out the relevant local planning policy framework and guidance;
 - Prepare and submit to the Planning Inspectorate a Statement of Common Ground (SOCG), a joint written statement between the applicant and the County Council and/or other parties or 'host' authorities, setting out matters that they agree or are in disagreement on; and
 - Represent the County Council and make oral representation at the issue specific hearing(s) and if necessary the open floor hearing(s). The subject of the hearings is

based on specific elements / issues of the application that are raised during the NSIP process.

- 5.3 There is also provision in the Planning Act 2008 (as amended) for the applicant to apply for other consents, for example Compulsory Purchase Order (CPO) and drainage consents, deemed by a DCO.
- 5.4 To avoid any undue delay to the NSIP process and Examination it is important that the tight deadlines set out in the Examination Timetable are met. The delegated authority approved by Environment and Sustainability (E&S) Committee in March 2021 enables the County to meet tight deadlines. Irrespective of delegations passed to officers to meet the necessary timescales set by legislation, the following is proposed to be followed to ensure good practice and ensure an open and transparent decision making process:
- Key documentation and updates to be provided to members of the Environment and Green Investment (E&GI) Committee and local County Councillors by e-mail at the earliest opportunity to ensure that key deadlines are known in advance and any comments on the documentation provided as early as possible, particularly during the 14 and 28 day deadlines;
 - Responses to PINS to either be circulated to members of E&GI Committee and local County Councillors by e-mail for their records, or where time is permitting the draft response taken to E&GI Committee for endorsement; and
 - Where deemed necessary, member briefings or specific topic meetings will be set up to provide guidance on the NSIP process and technical responses provided.

6. Alignment with ambitions

- 6.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

As this is not a County Council proposal there are no specific significant implications identified by officers for this project. However, Local Authorities are statutory consultees in their own right for any proposed NSIP within their area. Cambridgeshire County Council is a statutory consultee in the NSIP process. Any NSIP response provided by the County Council will (where applicable) ensure that the information produced is capable of assessing this ambition before a recommendation is provided by PINS and a decision reached by the Secretary of State.

- 6.2 Travel across the county is safer and more environmentally sustainable.

See wording under 3.1 above.

- 6.3 Health inequalities are reduced

See wording under 3.1 above.

6.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

See wording under 3.1 above.

6.5 Helping people out of poverty and income inequality.

See wording under 3.1 above.

6.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

See wording under 3.1 above.

6.7 Children and young people have opportunities to thrive.

See wording under 3.1 above.

7. Significant Implications

7.1 Resource Implications

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

- Finance – The cost of processing the NSIP application will need to come from the existing revenue budget. As the application is handled by PINS no planning application fee is received from the applicant. A Planning Performance Agreement for the pre-application advice stage has been in place and is being revised to include the current Pre Examination stage, to try to resource the project and reduce the cost to the public purse. This is in addition to existing pressures from other NSIP projects in Cambridgeshire.
- Staff – As a statutory consultee in the initial NSIP process and post NSIP decision if granted, the resources to deal with the application are taken from the County Council statutory consultee staffing resources that are already stretched.

7.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- Procurement – Where specialist officer advice does not exist within the Council(s) relevant specialists may be procured to ensure that the Council(s) has guidance on the key specialist areas. This is to ensure the authorities have the relevant specialist advice to allow officer comments to be provided on technical matters. Procurement of specialist advice will follow the Council's Contract Procedure Rules and Consultant's Policy.

- Contractual / Council Contract Procedures – Any specialist advice required to inform this project will need to ensure it meets Council procedures, in addition to the financial implications discussed in paragraph 7.1 above.

7.3 Statutory, Legal and Risk Implications

There are no significant implications for this project, other than the financial and resource implications required to support this project, which has the potential to include significant legal advice.

7.4 Equality and Diversity Implications

There are no significant implications for this project that are not capable of being addressed through comment on the applicant's DCO application and the Examination process to follow. The draft Relevant Representations have included comments on the Equity Impact Assessment submitted by Anglian Water as part of their application. The Council broadly supports the findings of the Equalities Impact Assessment (EqIA), however there are concerns that consultation has not reached some stakeholder groups.

7.5 Engagement and Communications Implications

There are no significant implications for this project that were not addressed as part of the Council's response on the Adequacy of Consultation to the Planning Inspectorate.

7.6 Localism and Local Member Involvement

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

- Localism – As this proposal is deemed to be a Nationally Infrastructure Project the decision will not be made by the County Council. It will be essential therefore that the Council as a statutory consultee provides the 'local' knowledge to help inform the Secretary of State's decision.
- Local Member Involvement – PINS guidance sets out the role of the local authority, and officers will ensure that local members are kept informed at key stages in the NSIP process.

7.7 Public Health Implications

There are no significant implications for this project that are not capable of being addressed through comment on the applicant's DCO submission. Nonetheless, the specialist officers within CCC are reviewing the application and will provide comments to ensure these areas are covered.

7.8 Climate Change and Environment Implications on Priority Areas:

There are no significant implications for this priority that are not capable of being addressed through comment on the applicant's DCO submission. The Secretary of State ultimately determines the application. The specialist officers within CCC have reviewed the application and provided comments to ensure this area is covered.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Stephen Howarth

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? Yes
Name of Legal Officer: Ed Telepneff

Have the equality and diversity implications been cleared by your EqIA Super User? Yes
Name of Officer: Emma Fitch

Have any engagement and communication implications been cleared by Communications? Yes
Name of Officer: Kathryn Rogerson

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: Emma Fitch

Have any Public Health implications been cleared by Public Health? Yes
Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer? Yes
Name of Officer: Emily Bolton

8. Source documents

8.1 Source documents

Planning Inspectorate (PINS) National Significant Infrastructure Project (NSIP) Guidance and Advice Notes;
<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

All DCO planning application documents for Cambridge Waste Water Treatment Plant Relocation are available to view from The Planning Inspectorate (PINS) Documents web site page; <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/WW010003/documents>

NSIP Waste Water Statement;
<https://www.gov.uk/government/publications/national-policy-statement-for-waste-water>

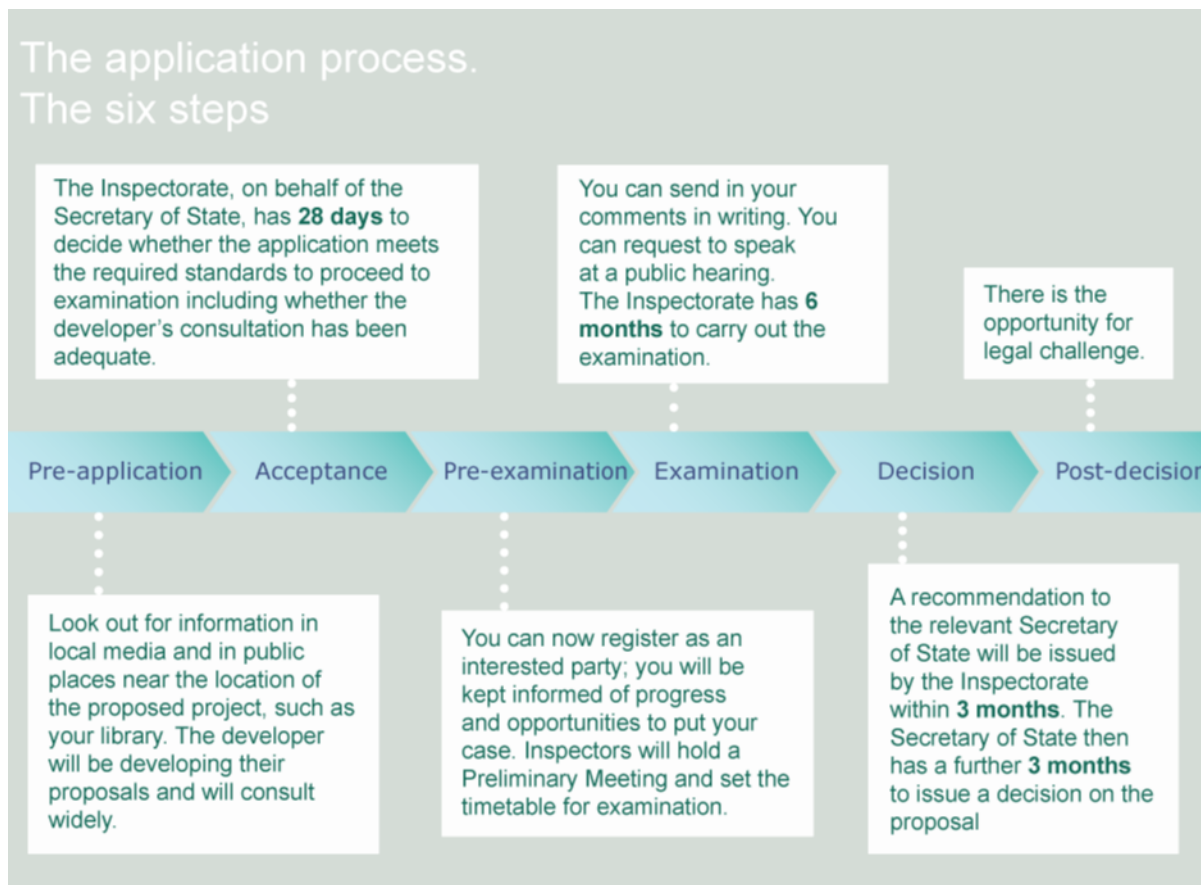
Planning Act 2008 (as amended);

<http://www.legislation.gov.uk/ukpga/2008/29/contents>

The National Planning Policy Framework (NPPF) (2019)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

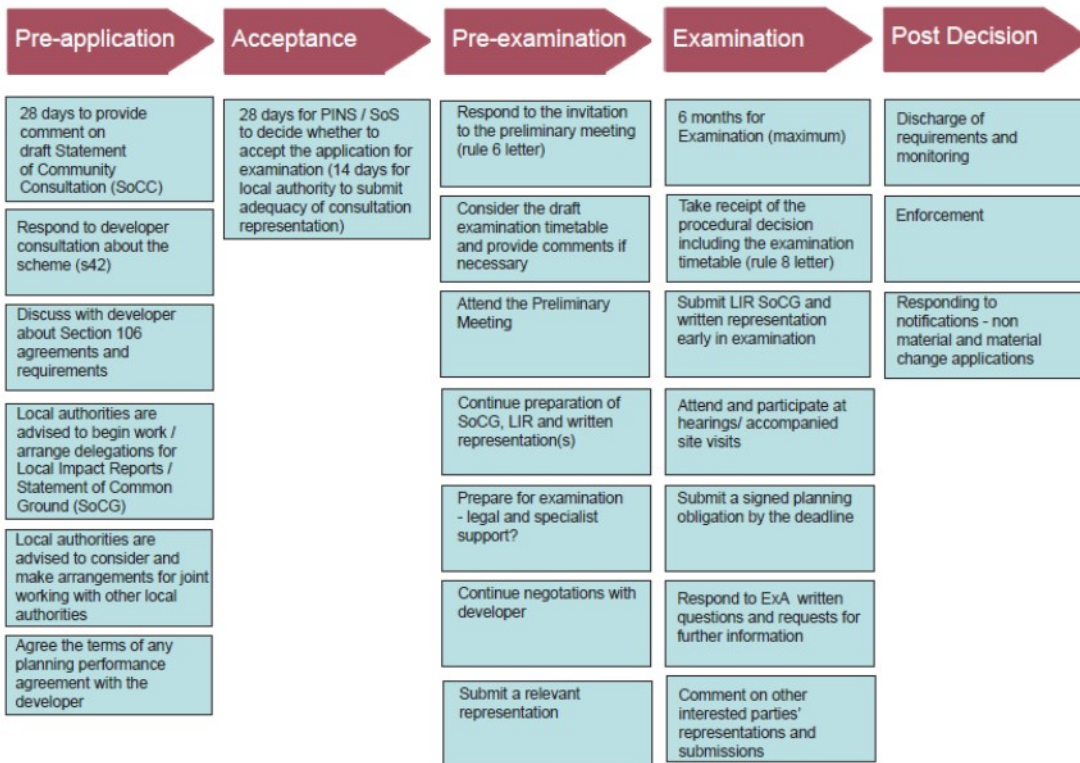
Appendix 1 - The six steps of the NSIP DCO process under the 2008 Act



Source PINS website <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/03/Application-process-diagram2.png>

Appendix 2 - The role of local authorities

The role of local authorities



Source PINS Advice Note 2 https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/03/Advice_note_2.pdf

DRAFT

Cambridge Waste Water Treatment Plant Relocation Project
 Cambridgeshire County Council Relevant Representations
 PINS Project Reference: WW010003

Contents

1 Introduction	3
2 Summary.....	3
3 Agricultural land and Soils.....	3
4 Biodiversity.....	4
5 Carbon	5
Environmental Statement - Volume 2 - Chapter 10 – Carbon [APP-042]	5
Environmental Statement Chapter 10 appendix 10.1 GHG calculations [APP-109]	6
6 Health	6
Equalities Impact Assessment [AAP-211]	7
Appendix 12.1: Health Screening Document [AAP-111].....	8
Health Evidence Review 12.2 [AAP-112]	8
Appendix 12.3: Mental Wellbeing Impact Assessment (MWIA) [AAP-113].....	8
7 Historic Environment.....	8
8 Land Quality.....	8
9 Landscape and Visual Amenity	8
10 Material Resources and Waste	9
11 Noise and Vibration.....	9
12 Odour.....	10
13 Traffic and Transport.....	10
DCO Order [APP-009]	10
Works Plans [APP-017].....	12
General Arrangement Plans [APP-016]:.....	13
Design Plans – Highways and Site Access [APP-025].....	13
Construction Traffic Management Plan (ES Vol. 4, Chapter 19, Appendix 19.7) [App-148]	15
Appendix 2.1 Code of Construction Practice Part A [APP-068].....	16
Appendix 19.3: Transport Assessment.....	16
14 Water Resources	17
15 Other Documents.....	19

1 Introduction

- 1.1 Throughout the pre-submission stage Cambridgeshire County Council has engaged with the Applicant in pre application discussions to help inform their proposal prior to the submission of their application.
- 1.2 Cambridgeshire County Council (CCC) has worked closely with the other host local authorities: Cambridge City Council and South Cambridgeshire District Council, through the Greater Cambridge Shared Planning Service. The authorities will continue to co-ordinate activities to best inform the Examination and avoid undue duplication.
- 1.3 Notwithstanding this, each authority is submitting their relevant representation on an individual basis to ensure that the ExA is fully informed of the matters of concern to those authorities and the communities and interests that they represent.

2 Summary

- 2.1. Cambridgeshire County Council (CCC) officers have engaged in pre-application discussions with the Applicant to ensure that the final submission takes account of early concerns around the information and methodologies required to be able to fully assess their proposals. In the main this advice has been followed. However, as highlighted in the sections below, there are queries that need to be addressed to allow CCC to fully understand the impacts of the scheme and to form a view as to whether the mitigation measures proposed are sufficient.
- 2.2 The County Council seeks these matters to be resolved ahead of any consent given to the scheme.

3 Agricultural land and Soils

- 3.1 The Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) contains Policy 24: Sustainable Use of Soils, which seeks to protect best and most versatile agricultural land and the soils that make that land so valuable for agriculture. The Council will seek soil resource is used sustainably and that a Management Plan is developed to ensure the proposed mitigation is delivered. Policy 24 also steers waste management development away from best and most versatile agricultural land, and the Council will be reviewing the design alternatives considered to ensure that land-take of the proposed development is minimised. Please note this includes consideration of ecology and landscape mitigation measures.

4 Biodiversity

- 4.1. The scheme has been sensitively designed for biodiversity, taking on board comments raised at pre-application stakeholder biodiversity workshops with the Applicant. The Council considers that overall, a thorough ecological assessment has been undertaken. However, it has not been possible to access confidential documents - the Councils have asked the Applicant to supply unredacted documents to the Councils, including badger reports, so that a full review by the local authorities can be provided. The Councils also ask for a copy of the Biodiversity Net Gain (BNG) spreadsheet, and associated maps, so that the Biodiversity Net Gain assessment can be fully reviewed.
- 4.2. The Environmental Statement (5.2.8 Environmental Statement - Volume 2 - Chapter 8 – Biodiversity) [APP-040] identifies potential adverse impacts on the following ecological receptors:
 - a. wildlife sites: Stow-Cum-Quy Fen SSSI, River Cam County Wildlife Site (CWS), Allicky Farm Pond CWS, Low Fen Drove Way Grassland & Hedges CWS
 - b. habitats: veteran trees, hedgerows and other habitats
 - c. protected species: water vole, bats, badgers, notable plants
- 4.3. The Council is concerned that the documentation submitted doesn't demonstrate how these adverse impacts will be adequately mitigated / compensated as part of the scheme. Of particular concern is:
 - a. Protected Sites - Habitat Regulations Assessment does not consider all Protected Sites
 - b. Stow-cum-Quy Fen SSSI – inadequate mitigation for adverse recreational and hydrological impacts
 - c. Low Fen Drove Way Grasslands and Hedges CWS – condition survey work hasn't been completed and not all impacts have been identified. Residual adverse impact from lighting scheme has not been addressed. Opportunities for enhancement to CWS have been missed.
 - d. River Cam CWS – inadequate assessment of impacts of discharging water into River Cam at new outfall. Further modelling of storm water events and details of surcharge from new treatment plant is required. Impacts of lighting during construction unknown. Insufficient evidence to demonstrate adequate mitigation during construction / operational phase.
 - e. Allicky Farm Ponds CWS – inadequate mitigation / monitoring of adverse hydrological impacts
 - f. Water Vole – insufficient evidence to demonstrate mitigation is adequate and can be delivered as part of the scheme
 - g. Bats – insufficient evidence to demonstrate impact of scheme on foraging / commuting bats
 - h. Biodiversity Net Gain – scheme does not adequately demonstrate how it will deliver no net loss and the proposed 20% BNG. Scheme is unlikely to deliver 20% BNG for river units.
 - i. Code of Construction Practice Part A [APP-068] does not provide protection for all ecological receptors during construction, as identified in the Environment Statement.

- j. Landscape, Ecological and Recreational Management Plan [APP-099] does not cover the entire scheme (confined only on the new waste treatment plant) and therefore, does not cover the mitigation and management of all receptors.
- k. No Construction Outfall Management Plan or Operational Outfall Management Plan have been submitted. It is not possible to determine if there will be adequate protection of biodiversity, or adequate mitigation / management for habitat loss associated with the outfall, water vole compensation, delivery of 20% Biodiversity Net Gain river units, monitoring programme for scour of River Cam (during storm events)
- l. Lighting Design Strategy [APP-072] does not completely remove adverse impact of lighting scheme from bats and Low Fen Drove Way Grassland & Hedges CWS. The level of lighting spill associated with the operational phase is also unclear, as well as what additional mitigation measure will be implemented at the new WWTP.

4.4 The Council is concerned that the proposed draft DCO requirements do not effectively secure conservation of biodiversity, and seeks the following:

- a. Requirement 9 - Construction Environmental Management Plan(s) wording should include a detailed Construction Ecological Management Plan
- b. Requirement 11 - Landscape, Ecological and Recreational Management Plan should cover the entire scheme, including monitoring wildlife sites, compensation for habitat loss and protected species (e.g. water vole / badger / bats).
- c. Requirement 10 - Outfall: wording of Requirement 10 should better reflect the Applicants commitment to deliver 20% BNG for River units.

4.5 We support the Applicant's proposal to establish an Advisory Group prior to the landscape works commencing in order to advise on the detailed management and maintenance plan and review of the Landscape, Ecological and Recreation Management Plan. However, it is unclear how this will be delivered. The Council seeks an outline terms of reference for the proposed group. Funding will also be required to be secured to support effective participation by key stakeholders.

5 Carbon

Environmental Statement - Volume 2 - Chapter 10 – Carbon [APP-042]

5.1 Cambridgeshire County Council declared a Climate Emergency in May 2019. The County's Climate Change and Environment Strategy 2022 recognises the opportunity to provide local leadership to tackling the climate crisis in Cambridgeshire. This new Strategy is our commitment to working for and with people, communities, businesses. This should be considered under Local Policy.

5.2 The carbon emissions for operation are presented for 30 years, which the Applicant states is based on the 30 year lifespan of the Landscape, Ecological and Recreational Management Plan [AAP-099]. It would be useful to clarify what will be likely to happen after 30 years being the site is expected to be retained indefinitely.

- 5.3 Decommissioning impact should include waste disposal as well as vehicle movements. Construction emissions should also include construction waste disposal, which is not mentioned in Table 2-3.
- 5.4 Operation phase emissions do not seem to have a baseline as part of Section 4.4 of Chapter 10 of the Environmental Statement. It would be useful to understand how the proposed operational emissions compare to those of the existing plant, which would probably be a more suitable baseline.
- 5.5 It is important to note that the emissions referred to in 4.4.6 and 4.4.7 could change depending on the electricity grid decarbonisation profile. This issue is mentioned in 5.1.5 and 5.1.6. Year one emissions will therefore not be representative of every year of operation. Furthermore it would be helpful to clarify if the net emissions 'per year' referred to in 4.4.7 and Figure 4.3 (and in Table 5-1) – is equal to the figure for year 1, or for an average year across the 30 years?
- 5.6 When considering the entire lifetime of the plant, it would be helpful to understand alternatives to exporting gas to the grid considering the move to electrification of heating.

Environmental Statement Chapter 10 appendix 10.1 GHG calculations [APP-109]

- 5.7 We note some matters of detail would be helpful to clarify with the Applicant in relation to the tables before completing a review and commenting on this appendix.

6 Health

- 6.1 We support the approach taken to assess the impacts on human health. The Environmental Statement - Volume 2 - Chapter 12- Health [APP-044] is comprehensive and has taken a sound methodological approach. Appropriate data sources have been used including the Cambridgeshire Joint Strategic Needs Assessment Core Data Set, however there are other JSNA's which could have been referenced, for example "Transport and Health JSNA", "New Housing and the Built Environment JSNA".
- 6.2 There are concerns that the disruption to access to services, particularly education have not been consistently addressed. In Table 2-8 in the Environmental Statement Chapter 12 [APP-044], it states changes to road layout or volumes of traffic are unlikely to significantly affect access to education, and therefore scoped out of any further assessment. However earlier in the Health Chapter it states "changes in access to local services (Fen Ditton School) - during construction" will be an effect. More information is needed to ensure a good access is maintained throughout the construction phase.
- 6.3 The Environmental Statement, Chapter 12, needs to include consideration of the "ventilation stack" which is to be installed on the existing site at the interception shaft. The impacts should be assessed for future residential receptors. It is unclear if the stack will be removed if/or when the site is redeveloped and therefore how long it will be in situ.
- 6.4 The impact on the Gypsy and Traveller population has not been addressed within the The Environmental Statement, Chapter 12, instead referring to the assessment on this

population within the Equalities Impact Assessment (EQIA) [APP-211]. The EQIA, however appears not to have consulted with this group directly.

- 6.5 The health impacts on construction workers, particularly access to healthy food, should be included as part of the Environmental Statement Chapter 12. It is likely that construction workers will source food from takeaway provision, probably from “burger vans” which long term is an unhealthy source of food.
- 6.6 The Council would seek further clarity regarding the decommissioning process and responsibility for decontamination of the site prior to redevelopment. The Health Chapter references the Decommissioning Plan [AAP-070], but some of the potential Health Impacts are either not clear or have not been addressed. Clarity is needed on the decommissioning timelines, i.e., how long is the decommissioning process, at what point does it start, and how long are the gaps between each stage. There are concerns that once the site is decommissioned there may be a considerable gap until the site is redeveloped. Disused sites such as this may become targets for theft, vandalism and general antisocial behaviour, this can lead to increased community perceptions of lack of safety. The Equalities Impact Assessment (EQIA) [APP-211] concludes that there are no equalities impacts, however the impacts on human health have not adequately been addressed.
- 6.7 Sections 6.2 – 6.5, 6.7 – 9, 6.11-6.13 of the Decommissioning Plan [AAP-070] refers to the process of emptying the “tanks” on site and “punching holes in them to prevent water build up. The Environmental Statement, Chapter 12, Health, has not assessed if there are any human health impacts of leaving these tanks in place with the potential for leachate from said holes.
- 6.8 Section 6.15.4 of the Decommissioning Plan mentions the need for temporary odour control/scrubbers, the use of such controls has not been assessed within the Environmental Statement, Chapter 12, Health. In addition, the health impacts of the cleaning process e.g. through fugitive emissions and/or noise have not been assessed with the Health Chapter. In addition are there any human health impact during cleaning from (spray, odour etc.).

Equalities Impact Assessment [AAP-211]

- 6.9 The Council broadly supports the findings of the Equalities Impact Assessment (EqIA), however there are concerns that the consultation has not reached some stakeholder groups. The Traveller community is not included in Appendix 7.12.2 of the EqIA that lists the stakeholder groups identified and contacted. The Health Chapter of the Environmental Statement specifically states that any health impacts to this group are considered with the EqIA. Without specific consultation with this group it is difficult to have assurance that the Health Impacts have been adequately addressed. This group have some of the poorest health outcomes and have a lower life expectancy when compared to the rest of the local population.
- 6.10 Appendix 7.12.2 of the EqIA (Stakeholders relevant to the EqIA identified and contacted) lists the stakeholders consulted, there are concerns that a significant number of stakeholders did not respond, whilst individual responses are not within the gift of the applicant the EqIA has not given sufficient detail on the attempts made to gather views or if any other data/similar consultations could have been used as proxy measure to ensure relevant views were taken into account in preparation of the EqIA.

Appendix 12.1: Health Screening Document [AAP-111]

- 6.11 The Council welcomes a high level introduction to health within the context of an EIA as well as the consideration given to key documents such as South Cambridgeshire Supplementary Planning Guidance for HIAs and the Public Health England Health Impact Assessment in spatial planning 2021. The Council further welcomes the inclusion of the wider determinants of health as the full scope of health considerations within the HIA.

Health Evidence Review 12.2 [AAP-112]

- 6.12 The Council supports the review and identified links between the environmental, social and economic health determinants and their health outcomes.

Appendix 12.3: Mental Wellbeing Impact Assessment (MWIA) [AAP-113]

- 6.13 The MWIA screening toolkit appears fit for purpose and well utilised. With regard to Annex A MWIA screening toolkit, the data appears to say that no further MWIA is required. However the narrative in the supporting text suggests different. Clarification will be sought from the Applicant.

7 Historic Environment

- 7.1 The Council welcomes the approach to the mitigation of construction impacts on undesignated heritage assets of archaeological interest and the stated intention of agreeing the programme of work with the County Council's Historic Environment Team. Further work to define the scope of the archaeological investigation, the research objectives and outcomes of the programme of work will be necessary to ensure that this approach is appropriately targeted and effective.

8 Land Quality

- 8.1 Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) identifies a number of mineral safeguarding areas on its associated Policies Map. Mineral Safeguarding Areas identify areas of mineral deposits, and Policy 5 seeks to promote prior extraction where possible. During the course of the Examination the Council will be seeking to ensure that best use is made of any sand and gravel incidentally extracted as part of the development.

9 Landscape and Visual Amenity

- 9.1 The Proposed Development will have a significant adverse impact on the landscape both visually and as a result of the traffic generated by the Development during operation along

its new access road. The Byway Open to all traffic (No. 130/17 Horningsea) runs immediately to the north and east of the Proposed Development. It is relatively lightly used but appreciated for its wide open views of the surrounding countryside, particularly towards the fens to the east and south-east. The Council welcomes the proposed new dedicated Public Bridleway linking Low Fen Drove with Station Road, Stow-cum-Quy, and recognises that this may provide some reasonable degree of compensation for users of the public rights of way (PROW) network and local communities. It will also help meet certain policy requirements of the Cambridgeshire rights of Way Improvement Plan (ROWIP), NPPF paragraph 100, the Defra 25 Year Environment Plan, and the Cambridgeshire & Peterborough Joint Health and Wellbeing Integrated Care Strategy.

9.2 However, the Councils consider that more could be done to offset the adverse impact on local communities, including provision for all NMUs including equestrians along the B1047 over the A14 bridge into Fen Ditton, meeting the new Bridleways being delivered as part of the Marleigh housing development; s106 monies for protection and enhancement of the existing PROW network in the vicinity of the proposed development; heritage interpretation boards; and a Community Fund to help support local community initiatives. The Councils would welcome early engagement with the Applicant to resolve these concerns by the close of the Examination.

10 Material Resources and Waste

10.1 The Council notes that a quantity of material will be excavated from the ground to construct the proposed Transfer Tunnel and that this will be used in landscaping around the proposed Water Recycling Centre. During the Examination the Council will be seeking to ensure that only material from the development is used in the landscaping and that inert material from other developments will not be required. If this were to occur it would change the policy context, and Policy 26 Other Developments Requiring Importation of Materials would be relevant. The Council wishes to ensure that that the importation of inert material will not be required.

11 Noise and Vibration

11.1 The Council is generally satisfied that the noise and vibration assessment is robust and has used appropriate methodology, however there are concerns that the noise for the emergency generators has been scoped out.

11.2 There are also concerns that some assessments can't be adequately concluded as some of the fixed plant locations e.g. the pumping station have yet to be determined and confirmed. Further assessments will be needed to assure there are no impacts on human health from noise and vibration when the locations have been confirmed.

12 Odour

- 12.1 The proposed 10m (above ground level) permanent ventilation stack to the interception shaft, at the start of the wastewater transfer tunnel within the existing Cambridge WWTP, requires further consideration having regard to a future residential use of the site. From a Planning perspective, notwithstanding the potential application of the Agent of Change Principle at any such point, planned odour controls should, from the outset, be such as to robustly protect residential amenity throughout the use of the infrastructure's operations. 5.1.5 of the Preliminary Odour Management Plan [AAP-140] mentions controls 'expected' to be included. More certainty as to the necessary mitigations needed are sought. Further, the potential application/weight of Policy 18: Amenity Considerations, of the Cambridgeshire and Peterborough Minerals and Waste local Plan must be accounted for. The policy refers to how development proposals can be integrated effectively with existing or planned neighbouring development.

13 Traffic and Transport

DCO Order [APP-009]

- 13.1 The Highway Authority seeks that all works within the adopted public highway be agreed with the developer using Section 278 of the Highways Act 1980. This will require the developer to enter into appropriate S278 Agreements, with either a bond or cash deposit, pay the Highway Authority's inspection fees and any legal fees resulting from the works. Such measure will provide a suitable level of protection for the Highway Authority (and ultimately the citizens of Cambridgeshire) in the event of any difficulties being encountered in the future. This requirement will necessitate the DOC to be amended.
- 13.2 The Highway Authority already has two forms of S278 Agreement:
- i. The Formal Agreement. This is used when any land needs to be dedicated as adopted public highway (using Section 38 of the Highways Act 1980), when a formal Road Safety Audit is required and when the estimated value of the works is above £50,000.
 - ii. The Short Form Agreement. This is used for minor works under the value of £50,000. Given the current rate of inflation and nature of the works the Highway Authority would be content to see this figure increased to £100,000.
- 13.3 The Highway Authority already has precedent forms of both agreements and if their structure could be agreed as part of the DOC, this will significantly increase the speed at which the agreements can be issued and reduce the need for legal input from both sides.
- 13.4 Road Safety Audits (RSA): GG119 of the Design Manual for Roads and Bridges States:
5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

The RSA Stage 1 for the main signalised access to the waste water treatment plant has been completed (25th November 2022), though no Designers Response has been provided so the process is incomplete.

Protective Provisions

- 13.5 The Protective Provisions for the highway authority are generally comprehensive. However, the County Council has the following concerns:
- 13.6 There is no mention of compensation to the Local Highway Authority (LHA) for possible damage to the highway network as a result of extraordinary levels of traffic – this could be particularly relevant during construction phases.
- 13.7 The timescales presented are not sufficient. The timeline for certification and provisional certification is set at 14 days, but this is not realistic as it would need to include a site inspection. The County Council requests 21 days.
- 13.8 The protective provisions do not appear to encompass any works that affect PROW. However, PROW are public highways governed by the same traffic management procedures. The Council would request that this provision is amended to explicitly refer also to PROW.

Street Works (Article 10 and Schedule 3)

- 13.9 The schedule should clearly state which streets are public highways and which are not.
- 13.10 The undertaker should be required to agree the timing and nature of its works with the LHA prior to commencement and submit Permits via DfT StreetManager in advance of any works on the public highway and / or any temporary closures or traffic management to enable the Highway Authority to co-ordinate the network.
- 13.11 It would be helpful for this article to explicitly linked to the protective provisions.

Alterations to streets (Article 11 and Schedule 4)

- 13.12 The schedule should clearly state which streets are public highways and which are not.
- 13.13 It would be helpful for this article to make direct reference to the protective provisions.

PROW (Article 13)

- 13.14 The undertaker should be required to issue CCC with a schedule of proposed temporary closures. Alternatively, this could be provided for within the Construction Traffic Management Plan (CTMP).

- 13.15 The undertaker should be required to seek CCC approval before enacting any closures. The Council would request that this be added to this article.
- 13.16 Article 13(4) covers creation of new PROW. The creation of new PROW should be subject to highway authority protective provisions like any other highway.

Accesses (Article 14)

- 13.17 The construction or alteration of any access that joins the highway should be covered by the Protective Provisions. It is not immediately clear that this is covered in the DCO. CCC should have the right under the DCO to approve the design, construction and completion of any new access.

Maintenance (Article 15)

- 13.18 There should be a 12 month maintenance period from the issue of the Provisional Certificate when the works are completed. Upon final certification the street works become highway maintainable at public expense.

Works Plans [APP-017]

- 13.19 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9001 Rev C02:
- i. This drawing is acceptable to the Highway Authority.
- 13.20 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9002 Rev C02:
- i. the 'highway works' elements should be separated out to clearly identify those areas under the control of the National Highway Authority and those under the control of the Local Highway Authority as these bodies may have differing requirements within the context of the DOC.
- 13.21 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9003 Rev C02:
- i. Discussions must be held with the Greater Cambridge Partnership to ensure that their proposed Waterbeach Greenway Project and the proposed Highway Works dovetail.
 - ii. Note 2.i applies.
- 13.22 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9007 Rev C02:
- i. The use of the existing access at Gayton Farm will require some works within the existing adopted public highway and this area should be shown shaded tan.
- 13.23 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9008 Rev C02:
- i. The works to the existing adopted public highway at Grange Farm and S37 need to be separately identified and not conflated with off highway temporary works.
- 13.24 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9009 Rev C02:

- i. The works to the existing adopted public highway at Burgess Farm and Riverside Farm need to be separately identified and not conflated with off highway temporary works.

13.25 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9010 Rev C02:

- i. The works to the existing adopted public highway at Bannold Road, Burgess Drove and Long Drove need to be separately identified and not conflated with off highway temporary works.

General Arrangement Plans [APP-016]:

13.26 10. Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9031 Rev C01:

- i. Confirmation of any works to the existing Waste Water Treatment Plan access is requested.

13.27 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9033 Rev C01:

- i. Any proposed works to alter the alinement of the adopted public highway over the A14 Bridge need to be specifically identified on this plan

13.28 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9037 Rev C01:

- i. No works are shown at Gayton Farm, even if these are only shown indicatively it must be recognised that such works are likely to be needed.

13.29 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9038 Rev C01:

- i. The works to the existing adopted public highway at Grange Farm and S37 need to be shown. At present the General Arrangement Drawing is showing no additional works.

13.30 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9039 Rev C01:

- i. The works to the existing adopted public highway at Burgess Farm and Riverside Farm need to shown. At present the General Arrangement Drawing is showing no additional works.

13.31 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9023 Rev C01:

- i. The works to the existing adopted public highway at Bannold Road, Burgess Drove and Long Drove need to shown. At present the General Arrangement Drawing is showing no additional works.

Design Plans – Highways and Site Access [APP-025]

13.32 The plans should show more clearly that the access road to the site will not be a highway maintainable at public expense.

13.33 It is also important The Applicant uses the County Council's Highway Boundary data to ensure proposals can be delivered within the Local Highway boundary. This is available

to the Applicant upon request. It is also important to distinguish between Local Highway from land owned by National Highways in the plans.

- 13.34 The Council objects to the proposed pedestrian and cycle facility currently proposed for the B1047 Horningsea Road. In meetings with the Applicant in 2022 the Council explained that this Non-Motorised User (NMU) facility should be inclusive of all NMUs including equestrians. Every effort should be made to accommodate for all NMU unless it can be demonstrated it is undeliverable. The Council also pointed out that it would be better for NMUs using the PROW network access via Low Fen Drove if this facility was on the eastern side of the B road, to avoid the need to cross this busy road. As noted under Landscape and Visual (Paragraph 9.2 above), this NMU facility offers an excellent opportunity to provide an important missing link in the bridleway network, helping to meet statutory ROWIP policy SoA2. It is therefore disappointing to see that no change has been made. The Councils requests early engagement with the Applicant to resolve this matter.
- 13.35 Further detailed design of the access and improvements on Horningsea Rd. are needed including the locating and management of street furniture. The narrowing of the verge on the eastern side of the A14 bridge is a concern as there is already experience of vehicles hitting poles and heads on this section. The narrowing also impacts the ability to maintain the signals without a full set of temporary signals and a lane closure.
- 13.36 Swept paths for HGVs are needing to be shown on the access plans to ensure street furniture is not vulnerable to being struck. Current street furniture is prone to poles being damaged by large vehicles making turns.
- 13.37 Overhead traffic signal detection should be the very first consideration in the detailed design. Inductive loops will only be considered where no other option is available.
- 13.38 The proposals as part of the application need to be aligned with that of the Horningsea Greenways scheme that is to deliver further improvements along Horningsea Road.
- 13.39 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9808 Rev C01:
- i. This drawing is acceptable in principle subject to detailed design and that raise above relating to provision for equestrian users.
- 13.40 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9809 Rev C01:
- i. The proposals within the existing adopted public highway are acceptable subject to detailed design. The Highway Authority will not adopt swales as a drainage solution.
- 13.41 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9810 Rev C01:

- i. The facility to the widened section of the bridge for non motorised users will not solely be a cycleway and the term shared use, should be annotated. There were discussions re the use of this route by equestrians and these should be referred even if they proved to be impractical.
- ii. It is doubtful that the proposed grass verge along the widened bridge section will establish or be successful, so an appropriate hard paved solution may be required.

13.42 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9811 Rev C01 and Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9812 Rev C01:

- i. These works are wholly off the existing or proposed adopted public highway.

13.43 Dwg. No. 0001-1000006-CAMEST-ZZZ-LAY-Z-9813 Rev C01:

- i. The proposals are acceptable subject to detailed design.

**Construction Traffic Management Plan (ES Vol. 4, Chapter 19, Appendix 19.7)
[App-148]**

- 13.44 From the Highway Authority perspective the function of the Construct Traffic Management Plan (CTMP) is to control, and where possible mitigate the impact and interaction of construction traffic on the users of the adopted public highway. Furthermore, the impact on the fabric of the highway itself. The document needs to be more focused on these outcomes.
- 13.45 Paragraph 6.3.3 states “*These weight limits are Traffic Regulation Orders (TRO) and are therefore enforceable by Cambridgeshire County Council as the Local Highways Authority.*” The police authority enforces weight restrictions not the Local Highways Authority.
- 13.46 Installation of Automatic Number Plate Recognition (ANPR) cameras will be subject to the approval of Cambridgeshire County Council and will require the relevant licences being applied for by the applicant and approved by the County Council. ANPR equipment must meet current standards and data collected by the cameras must be managed / stored to ensure GDPR is complied with.
- 13.47 Installation and locations of any signage must be approved by the County Council.
- 13.48 Paragraphs 6.4 and 6.5. The proposed timeframes for deliveries etc. must be made explicit within the document. Given the traffic sensitive nature of the streets in question the Local Highway Authority seeks that demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall service the site only between the hours of 09.30hrs -16.00hrs, seven days a week.
- 13.49 Paragraph 7.3.3 The applicant should provide details of suggested enforcement procedures (how many breaches before a company is removed from the works for

instance). Having a more transparent procedure will give more confidence to the public that these matters will be effectively enforced.

Appendix 2.1 Code of Construction Practice Part A [APP-068]

- 13.50 Paragraphs 7.6.13 – 7.6.18 provides details of measures to be put in place to manage the impact upon users of the PRow during the construction period. Temporary closures should be a last resort and must be agreed with the LHA. Any alternative routes must be agreed with LHA Rights of Way Officer. Signage at appropriate decision points for public to be agreed with LHA.
- 13.51 The programme for works should be shared with LHA Rights of Way Officer.
- 13.52 Parish councils and local and statutory user groups as well as LHA should be included as part of the communication to local residents and businesses mentioned in paragraph 7.6.17.
- 13.53 Paragraph 7.6.18 describes PRowS will be restored to the same condition as before the works took place or to a standard which is acceptable to the Local Highway Authority. Restoration to full legal width of the PRow is required. Condition surveys should be taken before works commence and should include boundary features as well as the surface. Provision should be provided for the LHA to make inspections.

Appendix 19.3: Transport Assessment

- 13.54 The Council would encourage the Applicant to review opportunities that would minimise the need for construction traffic through Waterbeach. This could include using or sharing routes with other nearby developments. It is also important to co-ordinate with other developments in the area such as the relocated Waterbeach railway station.
- 13.55 The Council also encourages the Applicant to review opportunities to minimise the construction traffic through Chesterton and using Fen Road level crossing which is known to be down for a high proportion of time.
- 13.56 The Council is broadly satisfied that the construction access routes are acceptable in terms of highway capacity. It is essential to ensure unnecessary movements are avoided through residential areas.
- 13.57 It is agreed that the only construction access point that needs modelling is the site access. However, it is noted that other access routes and junctions have been modelled. The Council will need to review the details of the modelling of these junctions and the highway layout and design of these works.
- 13.58 Traffic generation, this will have a negative impact on the network due to the additional traffic. However, the applicant has put forward a package of mitigation that includes the signalisation of the main access junction. Please note comments above in relation to further enhancements to the current proposals for Non Motorised Users on Horningsea Road.

- 13.59 The 50 cycle parking spaces seem appropriate for the potential 92 full time employees on the site at any time. Further detail will be needed on the location and layout of the cycle parking.
- 13.60 The Council will need to review whether there is a need for bus stops to be relocated on Horningsea Road to the pedestrians and cyclists site access.
- 13.61 The secondary mitigation details (Paragraph 2.7.23 and Table 2.8) are appropriate and relate to Travel Plans and construction good practice. CCC will need to review the details within these to ensure that they represent the best opportunity to reduce single occupancy travel by the workforce.
- 13.62 The network of traffic surveys (see Paragraph 4.2.36) undertaken had been agreed at the pre app stage with the applicant.
- 13.63 The collision analysis (see paragraph 4.2.40) covers the agreed area during the pre application stage and the findings detailed are agreed. The only cluster of collisions in the Waterbeach area is noted to be at the junction of the A10 with Denny End Road. The layout of this junction has recently been improved which may reduce the number of collisions in the future. These works were completed as part of Waterbeach New Town.
- 13.64 It is noted that modelling has been undertaken for the Milton interchange and this will be reviewed and CCC to comment accordingly during the Examination. The construction traffic volume is not expected to cause a network issue but this will be assessed by CCC. This is because construction traffic movements are to be restricted during peak times, when the highway network is at its busiest. The modelling scenarios have been agreed with CCC at the pre application stage. CCC will undertake a detailed review for each of the junctions modelled, of the modelling scenarios, assumptions outputs and model details and will respond accordingly.
- 13.65 The flows from construction and operation were set out at the pre application stage. The impact of the flows on the network will need to be checked, including the modelling for the main access junction, and the other junctions modelled.

14 Water Resources

- 14.1 Paragraph 3.4.3 of the Flood Risk Assessment [APP-151] indicates that any drainage exceedance event would be contained within the boundary of the site, which is acceptable in principle, however it must be clear that there will be safe access and egress in times of flood or have suitable flood evacuation plans. This is equally a concern if there is any risk of overland flows being captured within the depression of the site.

- 14.2 It is important Cambridgeshire County Council as the Lead Local Flood Authority (LLFA) retains a role in consenting any structures in watercourses under the DCO and that sufficient protective provisions are put in place.
- 14.3 7.1.5 of the Flood Risk Assessment [AAP-151] indicates that if groundwater emerges at the surface it will be managed as part of the surface water strategy. Calculations need to show the volume of groundwater accounted for in the Surface Water Drainage Strategy.
- 14.4 Clarity should be provided on the meaning of “water returned to the head of the system for treatment” for the potentially contaminated water. (Environmental Statement, Chapter 20, Water Resources, [AAP-052] Pp45 Table 2-6: Primary and tertiary mitigation measures relating to water resources adopted as part of the Proposed Development). Whilst the LLFA is not opposed to the principle, as this reduces the risk of pollution to the surrounding watercourse network, clarity should be provided on whether this is the foul treatment works or head of a surface water treatment system. If this is the former, then it should be clear that there is capacity in the design of the system to take the proposed increase in foul water, as well as the critical storm in times of contamination from all surfaces.
- 14.5 It is not clear why a 20Ha area has been used for the calculation of the discharge rate as the area draining through areas 3 and 7 only totals 12.4Ha, as set out in Table 4-1 of the Environmental Statement Chapter 20, Water Resources [AAP-052]. This needs to be relevant to only the drained areas.
- 14.6 The rainwater harvesting tank will need to have the overflow connected to a viable point of discharge. It is noted in paragraph 4.8.3 of the Drainage Strategy (Appendix 20.12) [APP-162] that it is to be self-contained or overflow to a soakaway. The rainwater harvesting is supported as an inclusion; however, this should not be treated as attenuation storage and the system will need to accommodate any runoff from these roofs.
- 14.7 The proposed runoff from the access road may require an additional stage of treatment if this is to be utilised by larger vehicles to ensure that all water is suitably treated before discharge.
- 14.8 A detailed drainage layout plan should be submitted to clearly show the extent of drained areas within the WWTP area. The proposed extent of permeable paving, discharge locations, attenuation facility etc covering all surfaces of the proposed system should all be included on the drainage layout plan.
- 14.9 Volumetric hydraulic calculations should be clearly submitted showing the required volume of attenuation required in the 100%, 3.3% and 1% Annual Exceedance Probability (AEP) storm events, including climate change allowances on the 3.3% and 1% AEP storms. This should include the use of FSR rainfall data for the 15 and 30 minute storms and FEH rainfall data for storms of 60 minutes or greater.

15 Other Documents

- 15.1 The Council may raise further comments on the Planning Statement and other documents as part of the application through the Local Impact Report.

END

Corporate Performance Report

To: Environment and Green Investment Committee

Meeting Date: 13 July 2023

From: Frank Jordan – Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref: Not Applicable

Outcome: To provide the Committee with an update on performance monitoring information.

Recommendation: The Committee is asked to:

- a) Review and agree the proposed addition to/removal from the Environment and Green Investment Committee Key Performance Indicators (KPIs) set.
- b) Note and comment on the performance information provided and associated actions required.

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1. Background

1.1 The Council adopted a new Strategic Framework and Performance Management Framework in February 2022, for the financial year 2022/23 and beyond. The new Performance Management Framework sets out that Policy and Service Committees should:

- Set outcomes and strategy in the areas they oversee.
- Select and approve addition and removal of KPIs for the committee performance report.
- Track progress quarterly.
- Consider whether performance is at an acceptable level.
- Seek to understand the reasons behind the level of performance.
- Identify remedial action.

1.2 This report supports the Committee with its performance management role. It provides an update on current status of the selected Key Performance Indicators (KPIs) which track the performance of the services the Committee oversees.

1.3 The report covers the period of quarter four 2022/23, up to the end of March 2023.

1.4 The full report is in Appendix 1. It contains information on:

- Current and previous performance and the projected linear trend.
- Current and previous targets. Note, not all indicators have targets. This may be because they are being developed or the indicator is being monitored for context.
- Red / Amber / Green / Blue (RAGB) status.
- Direction for improvement. This will show whether an increase or decrease is good.
- Change in performance. This shows whether performance is improving (up) or deteriorating (down).
- The performance of our statistical neighbours. This is only available, and therefore included, where there is a standard national definition of indicator.
- Indicator description.
- Commentary on the indicator.

1.5 The following RAGB statuses are being used:

- Red – current performance is 10% or more from target.
- Amber – current performance is off target by less than 10%.

- Green – current performance is on target or better by up to 5%.
- Blue – current performance is better than target by 5% or more.

2. Main Issues

2.1 The Environment and Green Investment Committee agreed the Key Performance Indicators (KPIs) set in September 2022.

2.2 Current performance of indicators monitored by the Committee is as follows:

Status	Number of KPIs	Percentage of KPIs*
Red	0	0%
Amber	1	7%
Green	1	7%
Blue	0	0%
Contextual	9	64%
In Development	3	21%
Suspended	0	0%

*Figures may not add to 100 due to rounding.

2.3 Commentary on the indicators is as follows:

2.3.1 There are no red indicators for commentary this quarter.

2.3.2 There are a large number of indicators which are identified as contextual. Not all indicators have targets. This may be because targets for these KPIs are being developed or the indicator is being monitored for context.

2.3.3. There are three indicators in development which do not form part of the full appendix report. These are:

- Measurement of biodiversity net gain - baselines not currently available to measure, audit underway in 2022/23.
- Natural capital - No baseline exists. Potentially follows from biodiversity audit (above), once have natural assets understanding.
- Percentage of estate under tree canopy - this links to the tree strategy presented to Committee in October 2022. Note: this could either be by trees planted or percentage under tree canopy.

2.4. As part of the continual development, Service Directorate Management Teams have been reviewing the KPI list to ensure they remain relevant, reliable, clear, fit for purpose and are balanced.

This work has led to a proposal to:

- Remove one KPI from the list
- Add a new KPI to the this.

The table below sets out the changes. Members are asked to approve these changes.

KPI Number	KPI Description	Officer Recommendation
Additional proposed Indicator 24b	The percentage of premises in Cambridgeshire and Peterborough with access to Gigabit capable broadband	New <i>This indicator will compliment indicator 24a (access to at least superfast broadband) and is to provide information about the more recently delivered full fibre broadband services (FTTP). This new technology provides gigabit speeds and it is the government's focus and also a target in the Connecting Cambridgeshire Digital Connectivity Strategy to exceed the national target of 85% by 2025.</i>
Indicator 25	Percentage of take-up of new fibre broadband services delivered by the Connecting Cambridgeshire superfast broadband roll-out programme	Remove <i>This indicator was related to a delivery contract for the first pure fibre connections to the County's homes and businesses. This contract has now passed the Government's audit process and has been closed. We have changed the way that the take-up of broadband services is measured. The previous take-up figures related to the delivery of fibre to the cabinet (FTTC) superfast broadband whereas we are now reporting a combined take-up figure for superfast and gigabit capable broadband (full fibre in addition to FTTC).</i>

2.4.1 A draft set of performance data for the proposed indicator is presented for information proposed to the Environment and Investment Committee in Appendix 1.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- The indicators proposed here provide an overview of performance in key priority areas, to enable appropriate oversight and management of performance.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

There are no significant implications for this priority.

3.4 Children and Young People

There are no significant implications for this priority.

3.5 Transport

There are no significant implications for this priority.

4. Source documents

4.1 [CCC Performance Management Framework](#)

Produced on:

13 June 2023



Performance Report

Quarter 4

2022/23 financial year

Environment and Green Investment Committee

Policy and Insight
Cambridgeshire County Council

Key



Data Item	Explanation
Target / Pro Rata Target	The target that has been set for the indicator, relevant for the reporting period
Current Month / Current Period	The latest performance figure relevant to the reporting period
Previous Month / previous period	The previously reported performance figure
Direction for Improvement	Indicates whether 'good' performance is a higher or a lower figure
Change in Performance	Indicates whether performance is 'improving' or 'declining' by comparing the latest performance figure with that of the previous reporting period
Statistical Neighbours Mean	Provided as a point of comparison, based on the most recently available data from identified statistical neighbours.
England Mean	Provided as a point of comparison, based on the most recent nationally available data
RAG Rating	<ul style="list-style-type: none"> • Red – current performance is off target by more than 10% • Amber – current performance is off target by 10% or less • Green – current performance is on target by up to 5% over target • Blue – current performance exceeds target by more than 5% • Baseline – indicates performance is currently being tracked in order to inform the target setting process • Contextual – these measures track key activity being undertaken, to present a rounded view of information relevant to the service area, without a performance target. • In Development - measure has been agreed, but data collection and target setting are in development
Indicator Description	Provides an overview of how a measure is calculated. Where possible, this is based on a nationally agreed definition to assist benchmarking with statistically comparable authorities
Commentary	Provides a narrative to explain the changes in performance within the reporting period
Actions	Actions undertaken to address under-performance. Populated for 'red' indicators only
Useful Links	Provides links to relevant documentation, such as nationally available data and definitions

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
99.00%	↑	98.53%	98.39%	Improving
Statistical Neighbour Mean		England Mean		RAG Rating
N/A		96.8%		Amber

Indicator Description

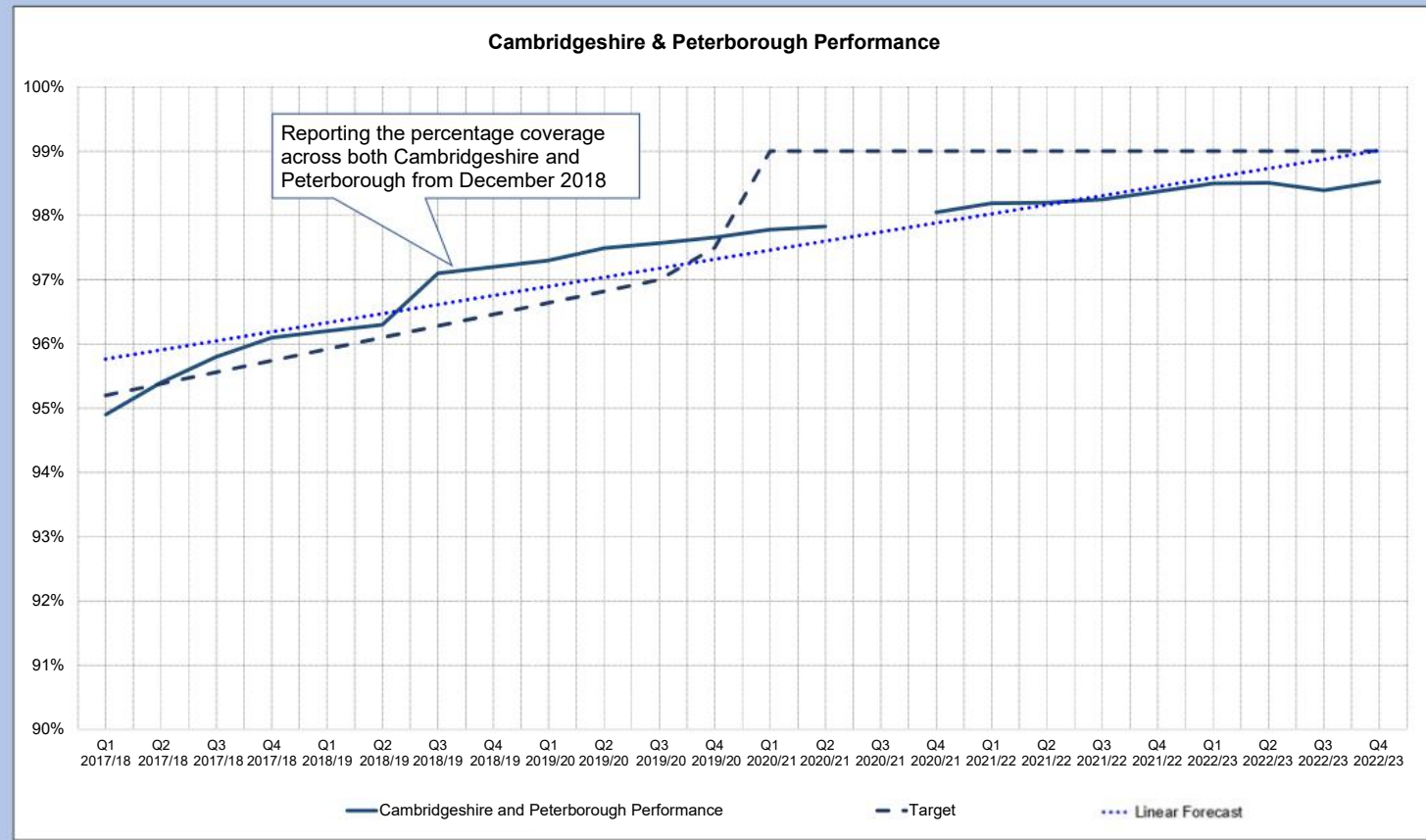
This indicator shows the percentage of addresses with Superfast broadband (greater than 24mbps) availability across Cambridgeshire and Peterborough. The data has been produced by Think Broadband. This is a nationally recognised source of digital infrastructure statistics.

There was an interim target of 97% by end of 2019 and then 99% by 2020.

Source name: Think Broadband Collection name: Local Broadband Information

Polarity: High is good.

There is no statistical neighbour data.



Commentary

The percentage of premises in Cambridgeshire with access to at least superfast broadband increased in Q4 to 98.53%. **This remains lower than the target of 99% by end of 2020.** Note, the Covid 19 pandemic has affected the pace of digital infrastructure delivery. Therefore, it is likely to take longer than originally planned to reach or 99% target.

This represents delivery of broadband of speeds 24Mbps or above to 429,005 of the 435,406 premises in Cambridgeshire and Peterborough. There are 6,401 premises, 1.47% of the total, which do not have access to those speeds.

Please note the following changes to the indicator:

1. The targets and quarterly figures are now for both Cambridgeshire and Peterborough.
2. Quarterly targets have been calculated based on the overall target to reach over 99% coverage countywide by the end of 2020.

Useful Links

Actions

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
	↑	77.14%	74.20%	Improving
Statistical Neighbour Mean	England Mean	RAG Rating		
N/A		Blue		

Indicator Description

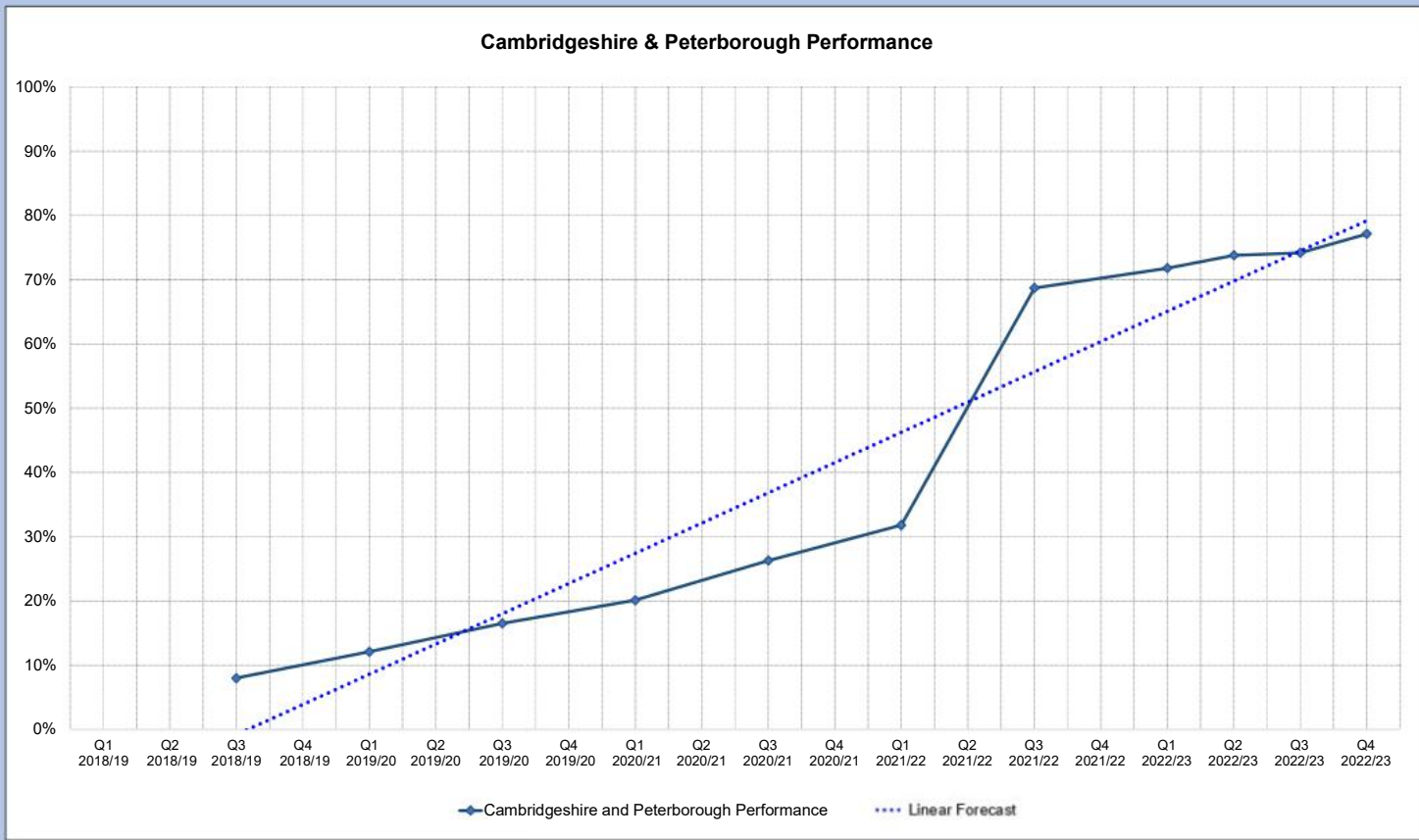
This indicator shows the percentage of addresses with access to Gigabit capable broadband across Cambridgeshire and Peterborough.

The data has been produced by Think Broadband. This is a nationally recognised source of digital infrastructure statistics.

Source name: Think Broadband Collection name: Local Broadband Information

Polarity: High is good.

There is no statistical neighbour data.



Commentary

As of Q4 (end of March 2023), 77.4% of premises in Cambridgeshire and Peterborough had access to Gigabit capable broadband.

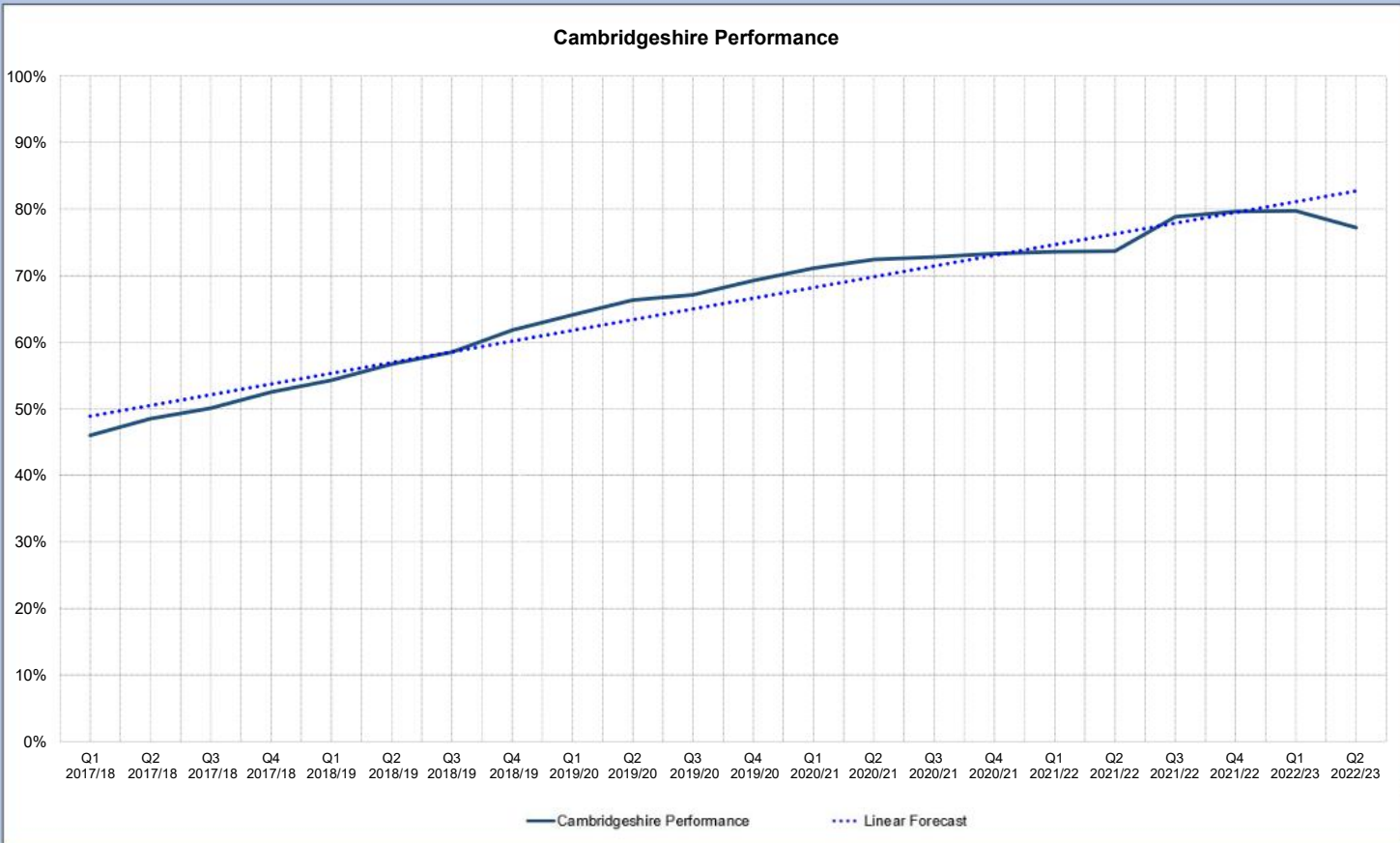
Useful Links

Actions

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
Contextual	↑	77.20%	79.73%	Declining
RAG Rating				
Contextual				

Indicator Description
 Access to broadband is a key enabler of economic growth.
 This is a local contextual indicator. Therefore, there are no statistical neighbour or England data for comparison.

Useful Links



Commentary
 The percentage of take-up as part of the superfast broadband rollout programme decreased slightly from Q1 2022/23 to Q2 2022/23. The percentage of take-up was 77.2% at the end of Quarter 2 in 2022/23. We have changed the way that the take-up of broadband services is measured. The previous take-up figures related to the delivery of fibre to the cabinet (FTTC) superfast broadband whereas we are now reporting a combined take-up figure for superfast and gigabit capable broadband (full fibre in addition to FTTC). This correlates to an increase in FTTP as people migrate to full fibre as FTTC demand is falling which is good news as our communities are taking and making use of the faster more reliable service.
 This is a contextual indicator and as such there is no target.

Actions
 This indicator was related to a delivery contract for the first pure fibre connections to the County's homes and businesses. This contract has now passed the Government's audit process and has been closed.
It is proposed that this indicator is retired from the committees KPI list.

Target	Direction for Improvement	Current Quarter	Previous Quarter	Change in Performance
100.0%	↑	100.0%	100.0%	Unchanged

RAG Rating

Green

Indicator Description

This indicator is an important measure of success when the local authority determines planning applications.

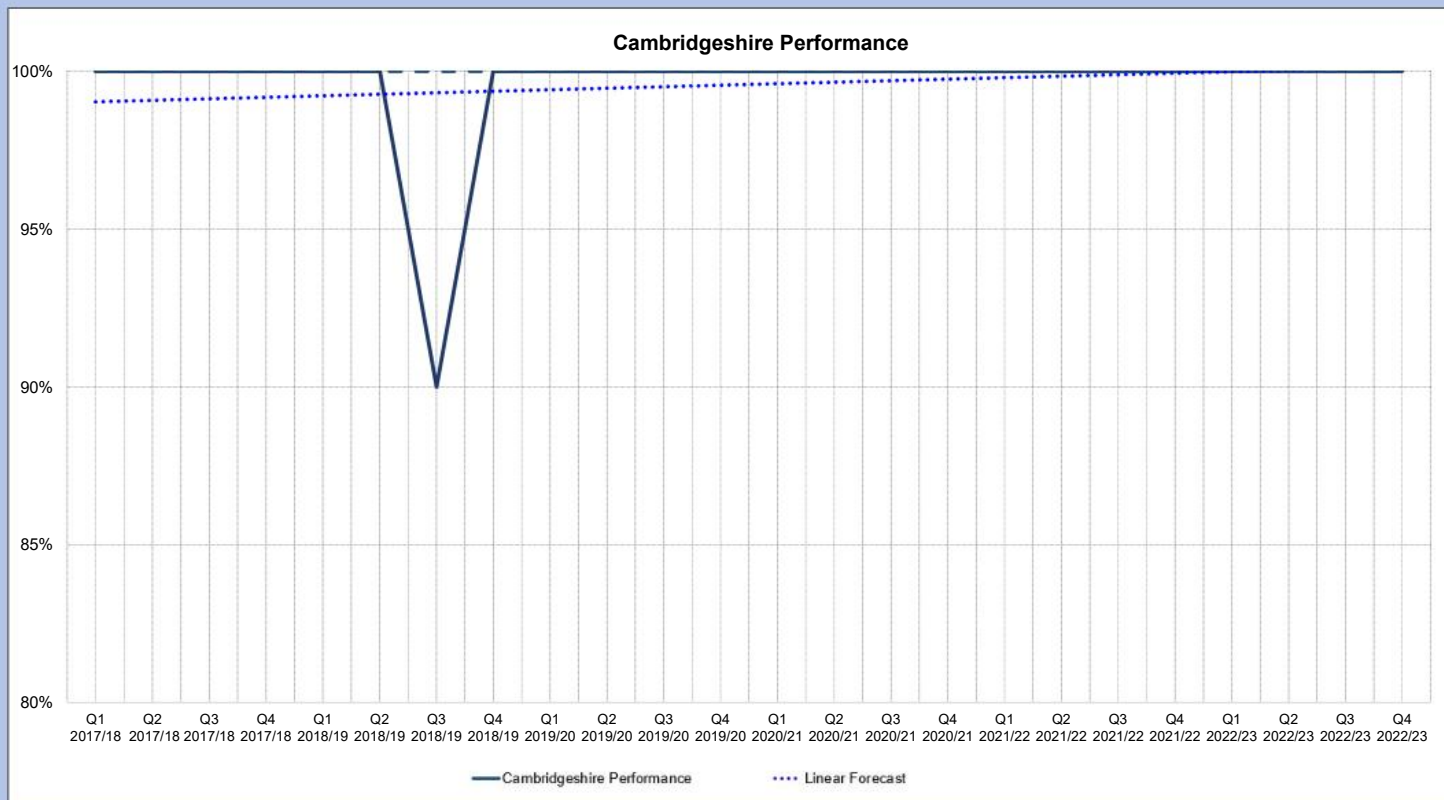
This is shown by the average percentage of decisions on applications made within two years. This is up to and including the most recent financial quarter.

Applications must be made:

- a. within the statutory period. Or:
- b. within an extended period that has been agreed in writing between the applicant and the local planning authority.

We collect the data monthly and report quarterly.

The Department for Levelling Up, Housing and Communities collect data recorded for major development.



Commentary

If a Local Planning Authority often fails to make a decision on planning applications within the statutory period, without agreeing an extension of time, then the Secretary of State can label the Local Planning Authority as underperforming. If this happens, applicants have the option of submitting their applications to the Planning Inspectorate to make a decision.

If the Local Planning Authority is labelled as underperforming, then they will be expected to prepare an action plan to address areas of weakness that are leading to under performance. 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.

Performance remained at 100% through the whole 2021/22 financial year. It is recommended that this indicator remains in corporate performance reports for as it is a key indicator of monitoring statutory performance of a key service.

Q1, Q2 and Q3 and Q4 of 2022/23 saw performance at 100%.

Useful Links

[Government publication service document on improving planning performance](#)

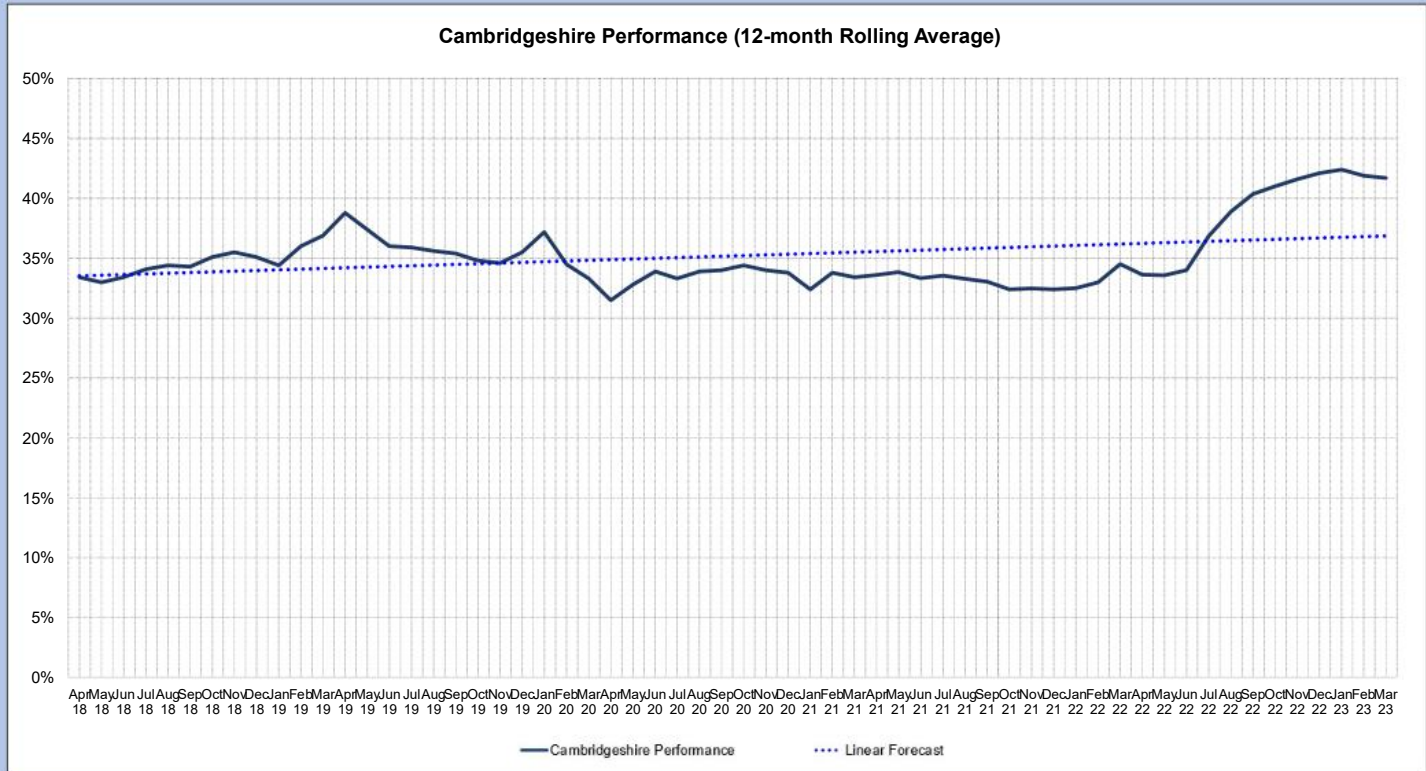
Actions

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
Contextual	↓	41.7%	41.9%	Improving
RAG Rating				
Contextual				

Indicator Description

This indicator shows the proportion of waste sent to landfill, either directly or as an output from the Mechanical Biological Treatment facility (MBT). This is based on a 12 month rolling average.

Polarity: Low is good



Commentary

During the 12 months ending March 2023, 41.65% of waste was landfilled. The recent sharp increase relates to residual waste no longer being processed by the MBT from July 2022 onwards (and instead being sent directly to landfill), whilst BATc upgrade works are being carried out at the facility.

Useful Links

Actions

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
Contextual	↑	52.14%	52.46%	Declining

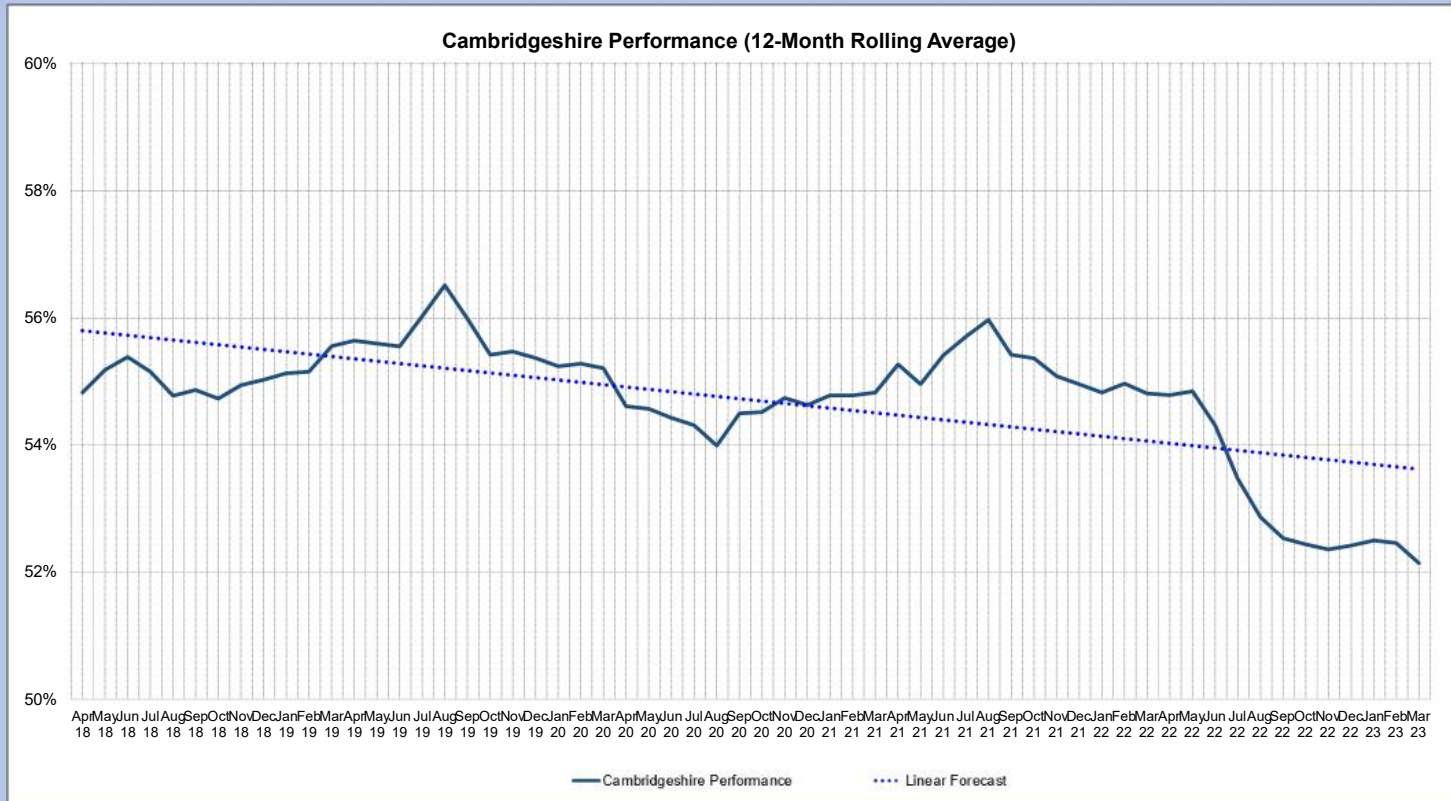
RAG rating

Contextual

Indicator Description

This indicator shows the combined proportion of household waste that is recycled, reused, composted or sent for energy recovery. This includes all district and city partner's recycling performance as well as the performance of the County Council's Household Recycling Centres. This has significant financial impact on the council.

Polarity: High is good



Commentary

During the 12 months ending in March 2023, 52.14% of waste was recycled, reused, composted or sent for energy recovery. Performance has fallen significantly in recent months, partially due to recyclates no longer being recovered at the front end of the MBT (which is unavailable during BATc upgrade works), but mostly due to the drought over the Summer resulting in lower green waste tonnages for composting.

Useful Links

[Department for Environment, Food & Rural Affairs Waste Statistics](#)

Actions

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
Contextual	↑	52.14%	52.46%	Declining

RAG rating

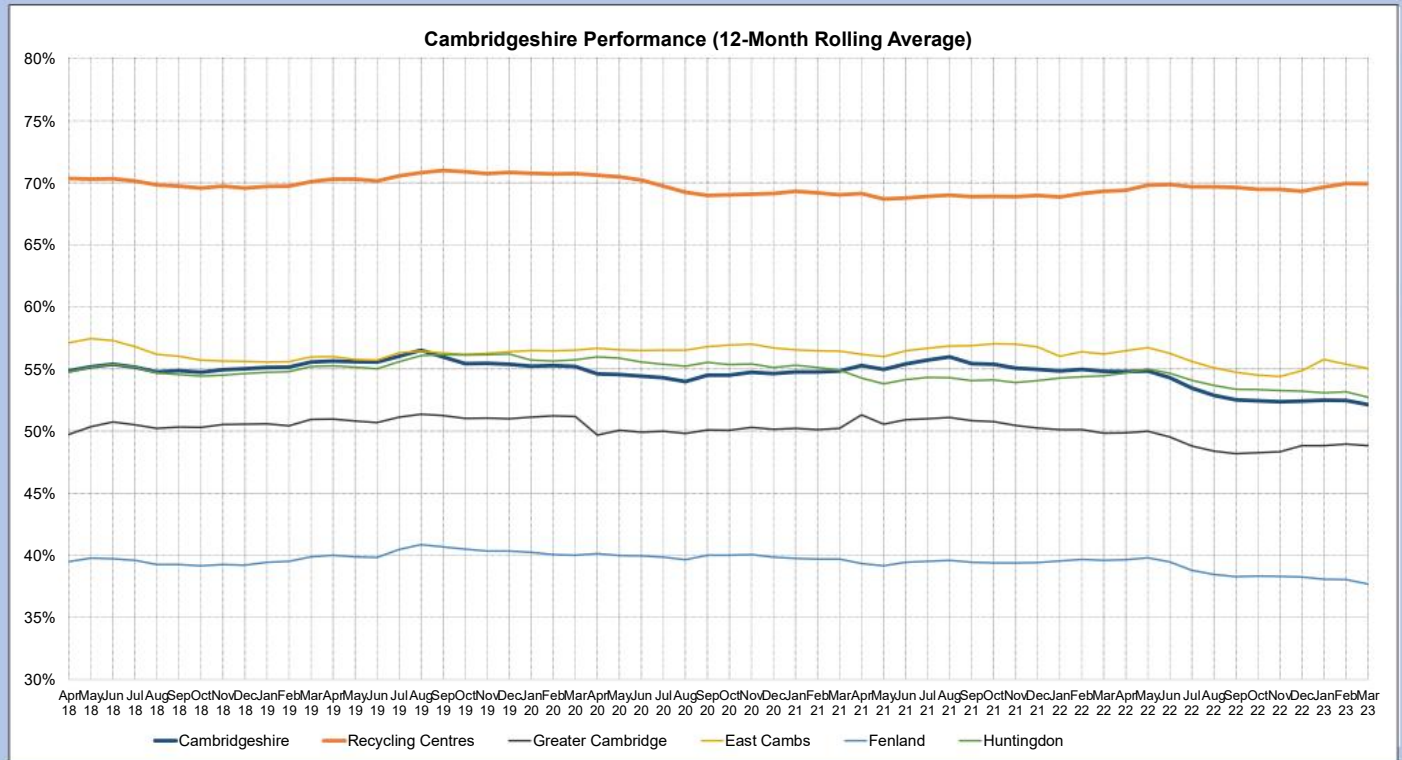
Contextual

Indicator Description

This indicator shows the combined proportion of household waste that is recycled, reused, composted or sent for energy recovery. This includes all district and city partner's recycling performance as well as the performance of the County Council's Household Recycling Centres. This has significant financial impact on the council.

The 'Cambridgeshire' line on this graph is the 12-month rolling average for Cambridgeshire, also shown in Indicator 150a.

Polarity: High is good



Commentary

Fenlands recycling rate is notably lower than the other districts, as they offer a paid garden waste collection, as opposed to the free garden and food waste collection offered by other districts. This results in them collecting proportionally less garden waste for composting.

Useful Links

[Department for Environment, Food & Rural Affairs Waste Statistics](#)

Actions

Target	Direction for Improvement	Current Month	Previous Month	Change in Performance
Contextual	↓	402.1	405.5	Improving

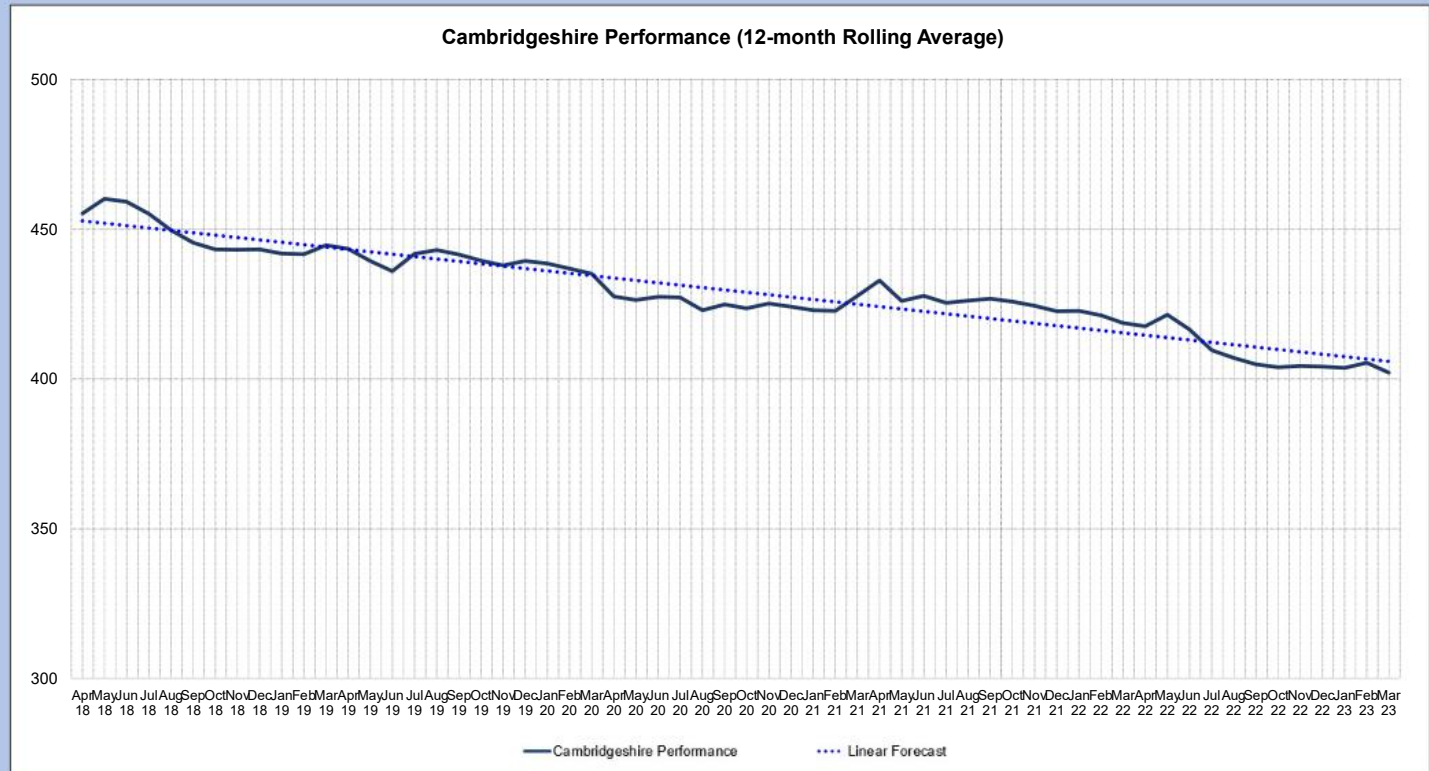
RAG Rating

Contextual

Indicator Description

This indicator shows the amount of household waste generated per person within Cambridgeshire. This is based on a 12 month rolling average. This has significant financial impact on the council.

Polarity: Low is good



Commentary

During the 12 months ending March 2023, we collected 402.1kg/head of household waste across Cambridgeshire. This figure continues to fall due to a combination of waste reduction measures and changes to packaging, though there has been a greater increase than usual due to the Summer drought resulting in less green waste.

Useful Links

Actions

Target	Direction for Improvement	Current Month	Same month in previous year	Change in Performance
Contextual	↓	2,370,851	2,534,785	Improving

RAG Rating

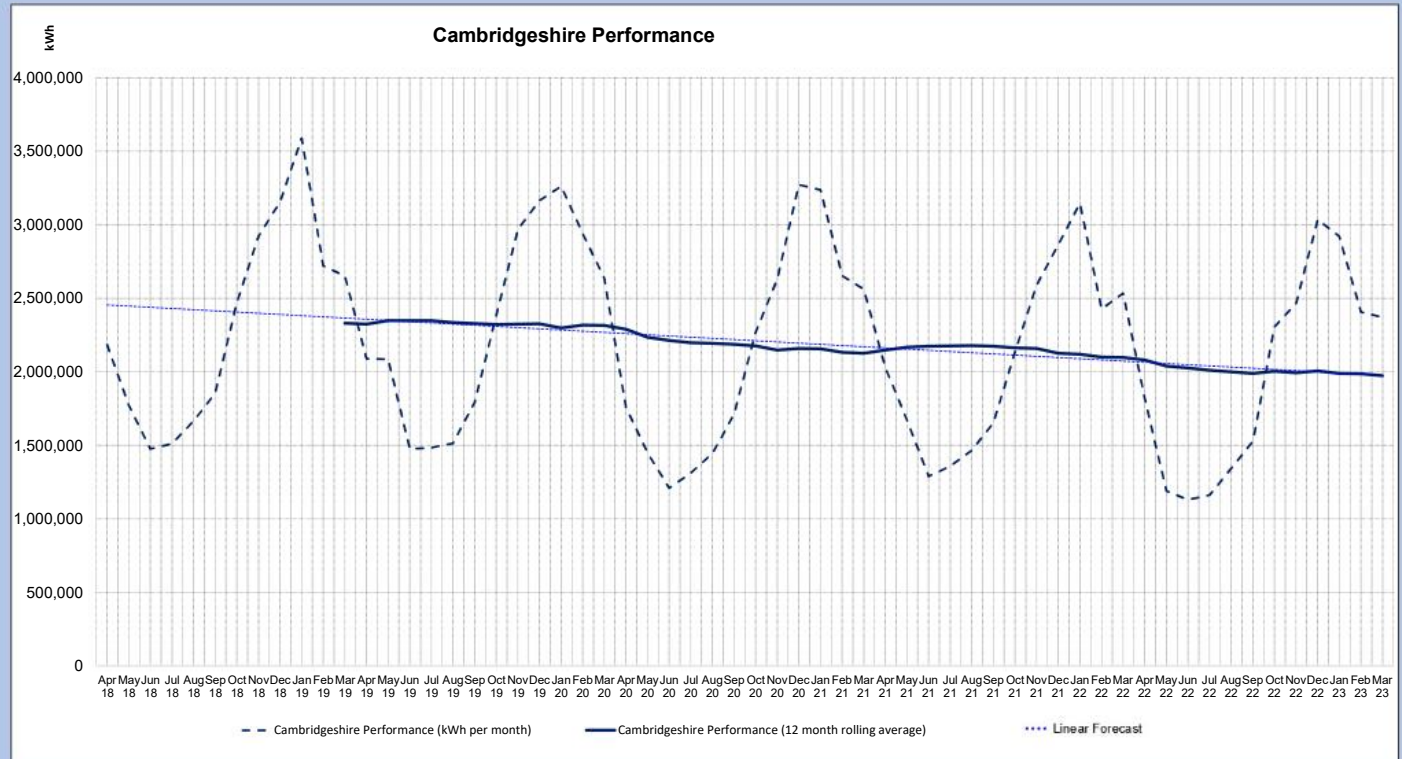
Contextual

Indicator Description

Energy is the biggest source of the Council's direct (scope 1 & 2) emissions. No target has been set for this indicator.

Energy use includes electricity, gas and oil.

Polarity: Low is good



Commentary

Energy usage is expected to be higher in winter, when there is more demand for heating and lighting.

Around 40% of the Council's energy usage in March 2023 was for street lighting.

Useful Links

Actions

Target	Direction for Improvement	Current Year	Baseline Year (18/19)	Change in Performance
Net zero by 2030	↓	2141.0	1994.4	Declining

RAG Rating

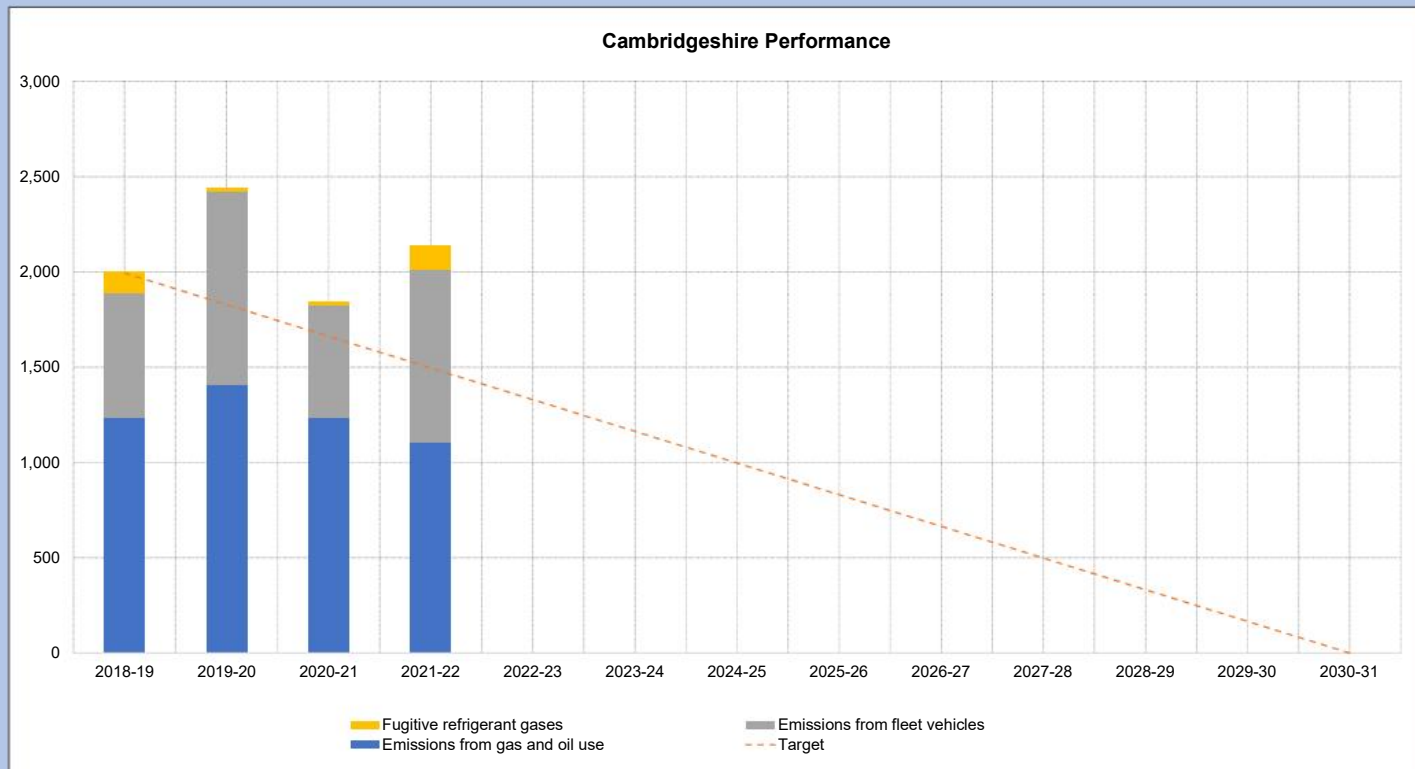
Contextual

Indicator Description

This indicator shows annual progress towards the Council's target set out in the Climate Change and Environment Strategy, of reducing scope 1&2 emissions to net zero by 2030.

Scope 1 means direct emissions from the Council's own assets.
 Scope 2 means emissions from purchased electricity.

Polarity: Low is good



Commentary

Gas and oil emissions are forecast to reduce further in 2022-23 due to low carbon heating programme. Emissions from heating fuels (mainly gas) have reduced this year due to the Council's low carbon heating programme, and are expected to reduce further next year as more sites are taken off fossil fuel heating and onto low carbon heating systems like air source heat pumps. Emissions from fleet vehicles have increased though.

Useful Links

<https://www.cambridgeshire.gov.uk/residents/climate-change-energy-and-environment/carbon-footprinting-how-big-is-the-problem>

Actions

The emissions from fleet will be addressed through the Climate Change and Environment Programme's Technical Competence workstream, but this action is on hold pending further work on how fleet is managed across the Council.

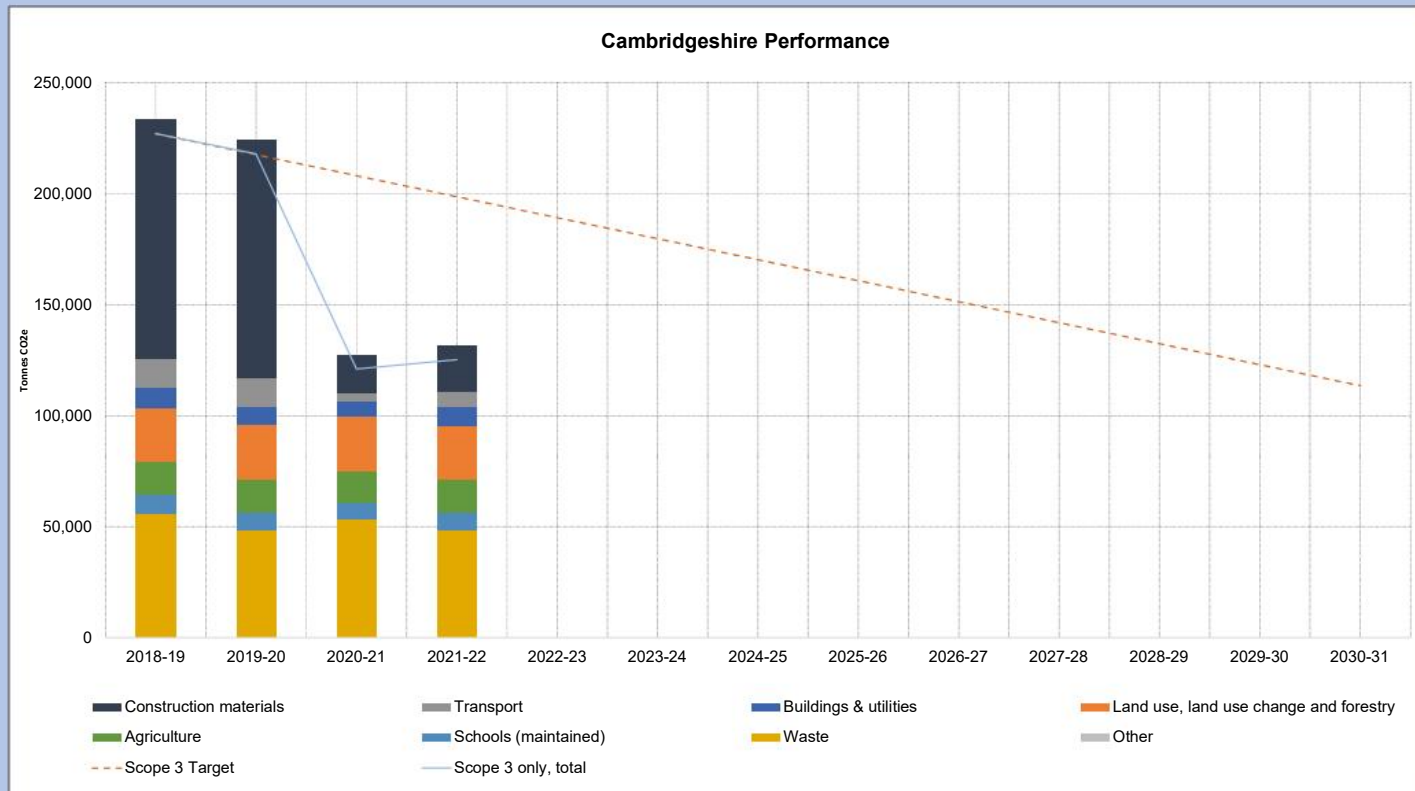
Target	Direction for Improvement	Current Year	Baseline year (18/19)	Change in Performance
50% reduction from 2018 levels by 2030	↓	131,610	234,822	Improving
RAG Rating				
Contextual				

Indicator Description

This indicator shows annual progress towards the Council's target set out in the Climate Change and Environment Strategy, of reducing scope 3 emissions by 50% by 2030 (compared to 2018 levels).

Scope 1 means direct emissions from the Council's own assets.
 Scope 2 means emissions from purchased electricity.
 Scope 3 means indirect emissions from assets outside the Council's control - for example, employee-owned vehicles, purchased goods and services, outsourced activities.

Polarity: Low is good



Commentary

The data shown is all known emissions. There are likely to be further unknown emissions in our supply chain that we do not have any data for. The large reduction in emissions in 2020-21 was mostly due to a drop in construction activity, related to the Covid-19 pandemic. This was an exceptionally unusual year. Construction emissions remained low in 2021-22, but are expected to increase again as construction activity ramps up again in the post-Covid recovery period. Total emissions in 2021-22 have increased slightly since 2020-21 but remain below the 2018-19 baseline and 2019-20.

Useful Links

<https://www.cambridgeshire.gov.uk/residents/climate-change-energy-and-environment/carbon-footprinting-how-big-is-the-problem>

Actions

Target	Direction for Improvement	Current Year	Previous Year	Change in Performance
Zero by 2045	↓	6885.5	7315.5	Improving

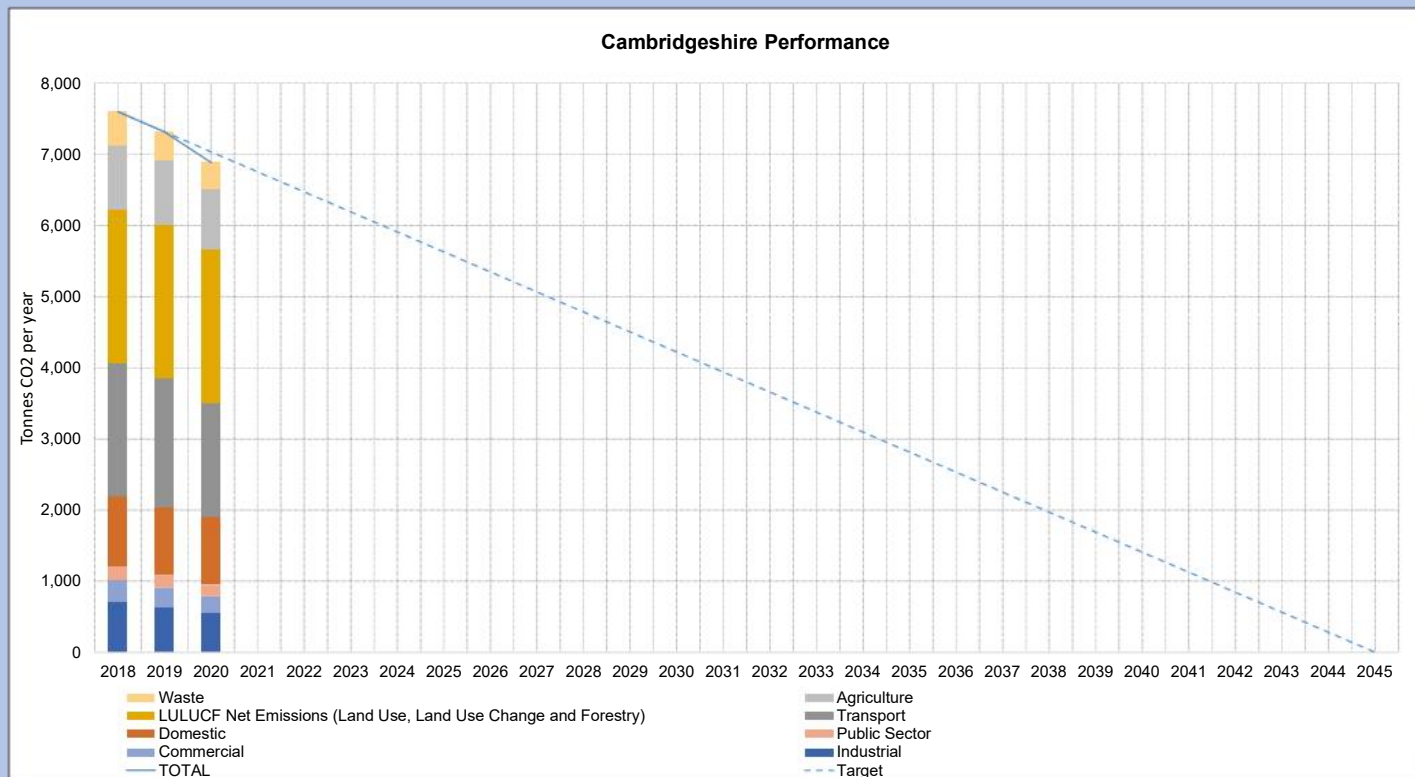
RAG Rating

Contextual

Indicator Description

This data is published by BEIS with a two-year lag. E.g. data for 2020 was published in June 2022. Now includes approx 97% of all greenhouse gas emissions. (Previous years publications used to include CO2 only, which is around 80%.)

Polarity: Low is good



Commentary

5.9% reduction in 2020 emissions compared to 2019. Biggest reductions were in industry (-14%), commercial (-12%), transport (-11.7%) and public sector (-9.6%). Likely due to impacts of Covid. LULUCF remains biggest source of emissions in the county (2,163 tCO2e), followed by transport (1,597 tCO2e). Majority of land use emissions are from cropland (2,151 tCO2e), particularly in Fenland and East Cambridgeshire, likely due to large areas of peatland. Highest transport emissions are in Huntingdonshire then South Cambridgeshire.

Useful Links

- <https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>
- <https://www.gov.uk/government/collections/uk-greenhouse-gas-emissions-statistics>

Actions

Finance Monitoring Report – Outturn 2022/23

To: Environment & Green Investment Committee

Meeting Date: 13 July 2023

From: Frank Jordan – Executive Director, Place & Sustainability
Michael Hudson – Executive Director, Finance & Resources

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The report is presented to provide Committee with an opportunity to note and comment on the 2022/23 outturn position.

Recommendation: The Committee is asked to review, note and comment upon the report.

Officer contact:

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Member contacts:

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Post: Chair
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Names: Councillor Nick Gay
Post: Vice Chair
Email: nick.gay@cambridgeshire.gov.uk
Tel: 07833 580957

1. Background

- 1.1 The appendix attached provides the financial position for the whole of Place & Sustainability Directorate, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the finance monitoring report, budget lines that relate to the Highways and Transport Committee are unshaded and those that relate to the Environment and Green Investment Committee are shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 This report is intended to give Committee an update on the financial position of Place & Sustainability Directorate and detail forecast pressures and underspends across the different services and an explanation for variances.

2. Main Issues

- 2.1 Revenue: Across Place & Sustainability Directorate, the year-end position was a £415K overspend which is in line with what was forecast in the previous months. Appendix 2 details the variances.
- 2.2 Capital: In February the Service forecast a £6.7m in-year underspend across the capital programme (after adjustment for the capital programme variation) and at year end the underspend was £5.7m. Appendix 6 details the variances. The May Finance Monitoring Report for 2023/24 identifies all the proposed capital carry-forwards and re-profiling of the capital programme.

3. Alignment with corporate priorities

- 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes

There are no significant implications for this ambition.

- 3.2 Travel across the county is safer and more environmentally sustainable

There are no significant implications for this ambition.

- 3.3 Health inequalities are reduced

There are no significant implications for this ambition.

- 3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

There are no significant implications for this ambition.

- 3.5 Helping people out of poverty and income inequality

There are no significant implications for this ambition.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised

There are no significant implications for this ambition.

3.7 Children and young people have opportunities to thrive

There are no significant implications for this ambition.

4. Significant Implications

4.1 Resource Implications

This report details the financial position across Place & Sustainability.

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

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

4.8 Environment and Climate Change Implications on Priority Areas

There are no significant implications within this category

5. Source documents

None

Place & Sustainability Directorate

Finance Monitoring Report – Final 2022-23

1. Summary

1.1 Finance

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

2. Income and Expenditure

2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2022/23 £000	Actual £000	Variance (March) £000	Variance (March) %
-700	Executive Director	608	-115	-722	-119
+119	Highways & Transport	29,008	29,058	+50	0
+781	Planning, Growth & Environment	45,747	46,507	+760	+2
+231	Climate Change and Energy	-176	126	+302	-172
0	Community Safety & Regulatory	4,441	4,546	+105	+2
0	External Grants	-7,452	-7,532	-80	+1
+431	Total	72,175	72,590	+415	+1

The service level budgetary control report for Financial year 2022-23 can be found in [appendix 1](#).

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

2.1.2 Covid Pressures

Budgeted Pressure £000	Pressure	Actual Pressure £000
300	Parking Operations loss of income	187
150	Park & Ride loss of Income	-49
50	Planning Fee loss of Income including archaeological income	171
200	Guided Busway – operator income	174
700	Total Expenditure	483

Covid-19

Table 2.1.2 details the budget (as allocated in Business Planning) and actual pressure within the service relating to the Covid-19 virus. The funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy lines. The budget to offset the loss of income arising from the financial impact of covid is £0.7m, the shortfall in income was £483k.

2.2 Significant Issues

Budget Baselineing

Since the approval of the 2022/23 Business Plan at Council in February 2022 some new pressures were identified and these were addressed by a budget re-set approved at Strategy & Resources Committee on 27th June. It was agreed to allocate the following budgets to address inflationary / PFI pressures within P&S.

- Estimated Streetlighting energy inflation £1,051K
- Waste PFI inflation uplift £1,200K

In addition, it was agreed by Strategy and Resources Committee to allocate £1,321K to the earmarked Waste Reserve for BATc works

The budgets and reserves within this report reflect these changes.

3. Balance Sheet

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Details of all the changes are shown within [appendix 6](#).

Expenditure

A number of the schemes had in-year variances (both in-year over- and under-spends) and further detail is available in Appendices 6 and 7. These variances will be carried forward into the new financial year to support the completion of the schemes.

Funding

All other schemes are funded as presented in the 2022/23 Business Plan.

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

Appendix 1 – Service Level Budgetary Control Report

Previous Forecast Outturn Variance £000's	Service	Budget 2022/23 £000's	Actual March 2023 £000's	Variance £000's	Variance %
Executive Director					
0	Executive Director	-92	-115	-22	-24%
-700	Lost Sales, Fees & Charges Compensation	700	0	-700	-100%
-700	Executive Director Total	608	-115	-722	-119%
Highways & Transport					
Highways Maintenance					
-2	Asst Dir - Highways Maintenance	165	166	1	0%
138	Highway Maintenance	10,758	11,016	258	2%
-73	Highways Asset Management	504	397	-107	-21%
216	Winter Maintenance	2,833	3,126	293	10%
-97	Highways – Other	-590	-751	-160	-27%
Project Delivery					
0	Asst Dir - Project Delivery	200	200	-0	0%
0	Project Delivery	2,633	2,681	47	2%
-255	Street Lighting	11,926	11,661	-265	-2%
Transport, Strategy & Development					
-2	Asst Director - Transport, Strategy & Development	166	183	17	10%
-864	Traffic Management	-55	-947	-892	-1608%
31	Road Safety	420	396	-23	-6%
105	Transport Strategy and Policy	60	57	-3	-5%
-509	Highways Development Management	0	-356	-356	0%
953	Park & Ride	-11	835	846	7880%
478	Parking Enforcement	0	395	395	0%
119	Highways & Transport Total	29,008	29,058	50	0%
Planning, Growth & Environment					
-2	Asst Dir - Planning, Growth & Environment	183	181	-2	-1%
95	Planning and Sustainable Growth	967	950	-16	-2%
26	Natural and Historic Environment	977	961	-16	-2%
662	Waste Management	43,621	44,415	795	2%
781	Planning, Growth & Environment Total	45,747	46,507	760	2%
Climate Change & Energy Service					
300	Energy Projects Director	-300	32	332	111%
-69	Energy Programme Manager	124	94	-30	-24%
231	Climate Change & Energy Service Total	-176	126	302	-172%
Community Safety & Regulatory Service					
0	Domestic Abuse & Sexual Violence Service	2,466	2,459	-8	0%
0	Registration & Citizenship Services	-751	-751	0	0%
0	Coroners	1,988	2,089	102	5%
0	Trading Standards	738	749	11	2%
0	Community Safety & Regulatory Service Total	4,441	4,546	105	2%
+431	Total	79,628	80,123	+495	1%

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.

Lost Sales, Fees & Charges Compensation

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
700	0	-700	-100

Budget was set aside to cover expected shortfalls in income due to COVID. The budget was built on assumptions on the level of income and these were closely monitored during the year.

Highway Maintenance

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
10,758	11,016	+258	2

Increased pothole numbers required additional operational resources and hence cost in year to ensure safety of highway users was maintained.

Highways Asset Management

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
504	397	-107	-21

This area underspent due to more income than was budgeted and from vacancy savings.

Winter Maintenance

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
2,833	3,126	+293	10

The Nature of the winter increased the need for precautionary salting runs resulting in higher cost than forecast. 51 full runs and 6 partial runs were required to maintain a safe network compared to the budgeted 44.

Highways Other

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
-590	-751	-160	-27

Additional income was achieved compared to the amount budgeted.

Street Lighting

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
11,926	11,661	-265	-2

Additional funding was allocated for Street lighting energy due to an updated rate from October 2022, which meant forecasted pressures were not as severe as predicted. Within Highways and Commissioning proportionately there was a significant underspend due to the inability to recruit to existing vacancies.

Traffic Management

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
-55	-947	-892	-1,608

Income from road opening and closure fees were higher than the amount budgeted.

Highways Development Management

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
0	-356	-356	0

Section 106 and section 38 fees came in higher than budgeted for new developments which led to an overachievement of income.

Park & Ride

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
-11	835	+846	0

There was pressure on the Guided Bus Maintenance due to the installation of a temporary fence on the Southern Section of the Guided Busway, between the station and the Addenbrookes spur, and implementation of the safety measures as recommended in the Mott Macdonald safety report. Additional costs were incurred for the installation of solar studs which were recommended as part of this report.

Post covid busway services have still not recovered to pre covid levels. This meant less access charge income coming into the busway budget. The access agreement allows increases each April to the access charges to cover full *maintenance* costs of the busway.

Parking Enforcement

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
0	+395	+395	0

Income was lower than the budget set due to changes since the pandemic. Budget to cover this shortfall was held within 'Lost Sales, Fees & Charges Compensation' line. Additional costs were incurred which were contributions to the District's Civil Parking implementation costs.

Waste

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
43,621	44,415	+795	+2

The outturn position is an overspend of £795K, which is an increase of £132K above the forecast in February. There has been a transfer from the waste earmarked reserve of £1.57m to reflect the additional net BATc costs. The overspend reflects the landfill gate fee pressure of £700k, the green waste pressure of £240k, the Persistent Organic Pollutants (POPs) part-year pressure of £100K, and the backdated rent and lease for the Thriplow HRC site. Offsetting these pressures there has been a downturn in the amount of PFI contract waste collected, which is estimated to be 240K tonnes compared to 248K tonnes in 21/22 (due to both reduced green waste because of last summer's drought and also a general reduction in waste produced per head), and increased volumes of trade waste collected and reduced recycling credit payments.

Energy Projects Director

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
-300	32	+332	+111

At the start of the year, three projects had forecast revenue income including St.Ives and Babraham Park and Ride (P&R) projects and the North Angle Solar Farm. During the year this position changed for a number of reasons and the income is pushed back into 2023/24. For the St. Ives Smart Energy Grid Project, the UK Power Networks (UKPN) grid connection will not energise until the earliest September 2023 to allow export to the grid and the private wire supply (Power Purchase Agreement) PPA changed to reflect the business customer site operations requirements.

For Babraham Road P&R smart energy grid, an additional construction phase had to be added to the construction programme negotiated with Addenbrookes NHS Trust, to address the number of available parking for staff during the construction programme. This added an additional 14 weeks to the construction programme pushing back income generation and maintenance costs to start early 2024. The North Angle Solar Farm project is now ready to connect to the private wire. Planning permission for the private wire was granted on 6th April and energisation for the North Angle Solar Farm is forecast from December 2023.

Coroners

Current Budget for 2022/23 £'000	Actual £'000	Variance £'000	Variance %
1,988	2,089	+102	+5

The Coroners budget overspent for a number of reasons, this included additional expert witness costs, additional inflation on the Addenbrookes contract and increased costs for body transportation. Also there was a one off pension cost that was not planned for.

Appendix 3 – Grant Income Analysis

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

Grant	Awarding Body	Actual Amount £'000
Grants as per Business Plan	Various	6,754
Adjustment re Waste PFI grant		-27
Strategic Parks and Greenspaces	National Heritage	106
Community Safety & Regulatory grants previously within P&C		562
Non-material grants (+/- £30k)	N/A	135
Total Grants 2022/23		7,532

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	66,101	
Transfer of Energy Schemes	-369	
Allocation of funding for 1.75% 21/22 pay award	191	
Budget re-set Streetlighting energy inflation	1,200	
Budget re-set Waste PFI inflation uplift	1,051	
Alconbury Solar Ports	33	Transfer of income budget to Corporate Services
Just transition funded schemes	-455	Budget replaced by contributions from reserves
Areas transferred from P&C	3,798	
Allocation of funding for 22/23 pay award	790	
Vacancy savings to meet central target	-57	
Insurance allocation	-33	
Non-material virements (+/- £30k)	-74	
Current Budget 2022/23	72,175	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2022 £'000	Movement within Year £'000	Balance at 31st March 2023 £'000	Notes
Other Earmarked Funds				
Deflectograph Consortium	31	0	31	Partnership accounts, not solely CCC
Highways Searches	339	26	365	
On Street Parking	2,566	(345)	2,222	
Highways Maintenance	1,490	(1,096)	394	
Streetworks Permit scheme	44	180	224	
Highways Commuted Sums	3,362	132	3,493	
Streetlighting – Commuted Sums	16	0	16	
Busway – Safety Improvements	0	2,891	2,891	
Flood Risk funding	20	0	20	
Real Time Passenger Information (RTPI)	216	0	216	
Waste - Recycle for Cambridge & Peterborough (RECAP)	23	(23)	0	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	263	(150)	114	
Steer- Travel Plan+	85	(31)	55	
Greenspaces	85	0	85	
Waste reserve	3,184	(339)	2,845	
Coroners - Complex inquests	375	(96)	279	
Registrars	325	(131)	194	
Trading Standards	100	0	100	
Proceed of Crime	296	0	296	
Other earmarked reserves under £30k	20	0	20	
Sub total	12,841	1,018	13,859	
Capital Reserves				
Government Grants - Local Transport Plan	0	0	0	Account used for all of P&S
Other Government Grants	861	27,278	28,139	
Other Capital Funding	1,804	(760)	1,045	
Sub total	2,665	26,519	29,184	
TOTAL	15,506	27,537	43,043	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2022/23

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (Year end) £'000	Actual Variance (Year end) £'000
		Integrated Transport			
0	200	Major Scheme Development & Delivery	0	25	25
550	311	- S106 Northstowe Bus Only Link	550	598	48
208	0	- Stuntney Cycleway	41	11	-30
1,310	1,257	Local Infrastructure Improvements	1,325	1,173	-152
88	75	- Minor improvements for accessibility and Rights of Way	86	70	-16
1,480	1,494	Safety Schemes	1,480	221	-1,259
562	345	Strategy and Scheme Development work	614	588	-26
		Delivering the Transport Strategy Aims			
2,046	1,859	- Highway schemes	2,046	1,013	-1,033
		- Cycling schemes			
0	550	- Boxworth to A14 Cycle Route	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0
0	780	- Buckden to Hinchingsbrooke Cycle Route	0	0	0
0	251	- Dry Drayton to NMU	50	15	-35
1,279	819	- Bar Hill to Longstanton	40	33	-7
1,000	115	- Girton to Oakington	339	68	-271
16	0	- Arbury Road	12	0	-12
1,562	0	- Papworth to Cambourne	0	52	52
1,092	1,266	- Other Cycling schemes	1,092	297	-795
25	23	Air Quality Monitoring	25	24	-1
26,000	1,040	A14	-1,040	-1,040	0
		Operating the Network			
9,298	9,275	Carriageway & Footway Maintenance incl Cycle Paths	9,298	8,473	-825
235	235	Rights of Way	235	226	-9
3,366	2,477	Bridge Strengthening	3,525	3,600	75
778	778	Traffic Signal Replacement	778	486	-292
183	183	Smarter Travel Management - Int Highways Man Centre	183	178	-5
0	118	Smarter Travel Management - Real Time Bus Information	0	0	0
		Highways & Transport			
		Highways Maintenance			
78,700	809	£90m Highways Maintenance schemes	2,732	2,240	-492
4,329	4,329	Pothole grant funding	8,329	9,296	967
24,000	4,000	Footways	4,425	4,260	-165
0	0	Safer Roads Fund	0	0	0
6,800	800	B1050 Shelfords Road	800	0	-800
		Project Delivery			
49,000	3	- Ely Crossing	15	86	71
149,791	4,079	- Guided Busway	200	178	-22
		Cambridge Cycling Infrastructure	0	13	13
1,975	0	- Fendon Road Roundabout	189	48	-141
450	268	- Ring Fort Path	398	39	-359
330	85	- Cherry Hinton Road	183	84	-99

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (Year end) £'000	Actual Variance (Year end) £'000
33,500	2,516	- King's Dyke	5,084	6,192	1,108
1,181	0	- Emergency Active Fund	1,181	903	-278
2,589	0	- Lancaster Way	287	120	-167
1,883	4,481	- Wisbech Town Centre Access Study	693	-21	-714
158	0	- Spencer Drove, Soham	257	291	34
4,984	325	- March Future High St Fund	315	259	-56
7,770	1,601	- St Neots Future High St Fund	831	280	-551
2,367	0	- March Area Transport Study - Main schemes	2,367	1,654	-713
2,300	0	- St Ives local improvements	1,000	120	-880
5,805	0	- A141 and St Ives Improvement	1,002	530	-472
3,803	0	- A10 Ely to A14 Improvements	957	530	-427
0	0	- TCF - Mill Road	0	57	57
		Transport Strategy and Network Development			
1,000	0	- Scheme Development for Highways Initiatives	424	0	-424
2,072	0	- Combined Authority Schemes	389	460	71
280	0	- A505	0	0	0
0	0	- Northstowe Transport Monitoring	95	96	1
6,795	0	- Wheatsheaf Crossroads	383	223	-160
		Planning, Growth & Environment			
6,634	1,740	- Waste Infrastructure	1,808	176	-1,632
20,367	0	- Waterbeach Waste Treatment Facilities	1,047	1,529	482
680	0	- Northstowe Heritage Centre	375	90	-285
		Climate Change & Energy Services			
0	0	- Energy Efficiency Fund	0	0	0
10,600	6,215	- Swaffham Prior Community Heat Scheme	6,943	5,527	-1,416
928	0	- Alconbury Civic Hub Solar Car Ports	0	53	53
4,878	3,621	- St Ives Smart Energy Grid Demonstrator scheme	3,978	3,318	-660
8,078	6,079	- Babraham Smart Energy Grid	5,630	2,285	-3,345
6,970	0	- Trumpington Smart Energy Grid	0	0	0
8,266	0	- Stanground Closed Landfill Energy Project	150	7	-143
2,526	0	- Woodston Closed Landfill Energy Project	0	0	0
28,867	6,909	- North Angle Solar Farm, Soham	7,963	3,156	-4,807
635	0	- Fordham Renewable Energy Network Demonstrator	609	5	-604
15,000	5,940	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	892	654	-238
0	0	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	0	424	424
200	0	- Environment Fund - EV Chargepoints	194	2	-192
500	435	- Environment Fund - Oil Dependency	0	82	82
300	300	- Environment Fund - Climate Innovation	70	12	-58
74	0	- Treescape Fund	36	88	52
157	0	- Cambridge Electric Vehicle Chargepoints	139	163	24
3,145	0	- School Ground Source Heat Pump Projects	926	660	-266
37,179	11,325	Connecting Cambridgeshire	4,628	2,953	-1,675
	1,092	Capitalisation of Interest	1,092	1,042	-50
598,924	90,903		89,695	66,275	-23,420
	-17,736	Capital Programme variations	-17,736	0	17,736
	73,167	Total including Capital Programme variations	71,959	66,275	-5,684

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 financial year. The phasing of a number of schemes have been reviewed since the published business plan and are now incorporated in the table above

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.

Appendix 7 – Commentary on Capital expenditure

- Local Infrastructure Improvements

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,325	1,173	-152	-394	+242	0	-152

This budget is made up of many smaller schemes and by it's very nature a number of schemes will be completed in 2023-24. Funding for these schemes will be carried forward to 2023-24, with delivery of the programme expected by end of August 23.

- Safety Schemes

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,480	221	-1,259	-1,230	-29	0	-1,259

The majority of the budget related to 2 schemes, Puddock Road Ramsey and Swaffham Heath Crossroads. For both of these schemes, the majority of construction work will take place in the new financial year.

- DTSA – Highway Schemes

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,046	1,245	-1,033	-801	-232	0	-1,033

One project in the programme was delayed due to a mixture of legal and landownership issues (A605 Elton NMU), roadspace requirements and having to work over the easter holidays (A603 Barton Road, Ely City 20mph, PROW improvements in Brampton) or delays caused by third parties (20mph Quick Win projects), and Storeys Way.

- Girton to Oakington cycling scheme

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
339	68	-271	-283	+12	0	-271

Completion of Phase 2 detailed design and acquisition of 3rd party land was undertaken during 22/23. The remaining budget is not adequate to complete construction, so other funding sources will be investigated. If no other funding can be found then the remaining budget will be reallocated.

- Other cycling schemes

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
1,092	297	-795	-501	-294	0	-795

The main variance relates to 3 schemes, B1049 A14 Histon junction, Eddington to Girton and Ditton Lane, Fen Ditton. For each of these schemes, feasibility and preliminary design work was undertaken in 2022/23 to establish likely construction costs. Any construction will take place in 2023/24 and the funding will be rolled forward for this.

- Carriageway & Footway Maintenance incl Cycle Paths

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
9,298	8,473	-825	-121	-704	0	-825

A high value, £950k, scheme – A505 Safety Fence Replacement- was delayed to avoid network disruption from extensive traffic management on the A505 and Strategic Road Network whilst other works took place in the vicinity. Work was able to commence late in 22/23 (Feb). However the bulk of the works will take place in 23/24. A package of smaller safety fencing schemes (c.£300k in value) was also delayed due to the need to agree delivery dates with National Highways.

The need to avoid traffic disruption and congestion affected the timing of a number of small maintenance schemes leading to a number of schemes moving into 23/24 for delivery.

St Neots – Town Centre Market Square maintenance works deferred to 23/24 to align timing with the District Council's St Neots Town Centre improvements. This will reduce impact on the town and residents by shortening total duration of works and provides some savings across both projects.

- Bridge Strengthening

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,525	3,600	+75	+214	-139	+75	0

Barrington Footbridge cost increased due to unforeseen issues on site requiring more extensive works. Alconbury Service Road Viaduct significant increase in materials costs plus increased extent of scheme

- Traffic Signal Replacement

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
778	486	-292	-164	-128	0	-292

Scheme at High street Willingham was delayed until 2023/24 due to a clash with Cambridge Water works.

- £90m Highways Maintenance schemes

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,732	2,240	-492	+440	-932	+440	-932

In year inflation, utility issues and some unforeseen additional works affected schemes within the programme causing delay towards the year end resulting in several schemes being deferred to 23/24. This resulted in an underspend at year end for 22/23.

- Pothole Grant funding

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
8,329	9,296	+967	+215	+752	+967	0

Inflationary costs in programme through out the year including primarily bitumen prices rises early in year driven by Ukraine war.

- Footways

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,425	4,260	-165	-210	+45	0	-165

St Mary's St Ely scheme has been carried over into 2023/24 due to network constraints, the work started on site on 08/04/23.

- B1050 Shelfords Road

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
800	0	-800	-800	0	0	-800

This project is now on hold pending a review of the scope. Indications are the £6.8million budget identified for works will be inadequate to carry out the works required. Current estimate is £10m with low confidence in the longevity of the solution. This project is being put on hold pending a review of all soil damaged roads across the network to ascertain the scale of the issue and to seek alternative cost-effective options. User Safety will be maintained through regular safety maintenance interventions.

- Fendon Road Roundabout

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
189	48	-141	-169	+28	-141	0

This project underspent, the budget reflected what was left within the S106 South Area Corridor funds for this scheme. Projected remedial works did not come to fruition and actual spend reflects staff time in dealing with queries/local authority site visits and monitoring.

- Ring Fort Path

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
398	39	-359	-358	-1	0	-359

Construction did not take place in 2022-23 and the budget will need to be rolled forward to 2023-24.

- Emergency Active Fund

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,181	903	-278	+5	-283	0	-278

The initial Emergency Active Travel programme was initially scheduled to be completed by March 2023. The programme has now been pushed out until September 2023 due to the complexities around scheme delivery and Milestone supply chain resource limitations. The programme will be in line with budget on the new programme.

- Kings Dyke

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
5,084	6,192	+1,108	0	+1,108	0	+1,108

Whilst we are fulfilling our payment obligations under contract and the final account is forecast to be within the scheme budget following application of the final account process, payments are ahead of profile but within overall scheme costs.

- Lancaster Way

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
287	120	-167	-157	-10	-167	0

This scheme is now complete and has underspent compared to the agreed funding. As the scheme is funded by the Combined Authority it will mean a reduction in the reimbursement claimed.

- Wisbech Town Centre Access Study

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
693	-21	-714	-353	-361	-714	0

Spend was less than the revised budget for 2022/23 due to a number of utility refunds received during this year, for payments made in previous years. A number of land transactions are expected to be concluded in 2023/24, which will bring the access study to a close in Summer 2023.

- St Neots Future High Street Fund

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
831	280	-551	-502	-49	0	-551

Following a delay to the expected construction start date due to additional time being required for the design approval process, construction is now programmed to commence in October 2023.

- March Area Transport Study

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
2,367	1,654	-713	-190	-523	0	-713

Final variance from the forecast was in part driven by delays in invoicing for work delivered in 2022/23 and spend will fall into April 2023. Utility costs have been moved into 2023/24 to align with the start of construction for the Broad Street scheme.

- St Ives local Improvements

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
1,000	120	-880	-888	+8	0	-880

Early delays in the programme led to some slippage but design work is underway and construction is expected to commence in 2023/24.

- A141 and St Ives Improvement

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
1,002	530	-472	-210	-262	0	-472

Survey work due to commence in 2022/23 was delayed and begun in April 2023. It is scheduled to run throughout 2023/24 according to the appropriate seasons alongside preparation of the Outline Business Case.

- A10 Ely to A14 Improvements

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
957	530	-427	-246	-181	0	-427

A delay in the timetabled site survey work means that surveys initially planned to start in 2022/23 will now be undertaken during the relevant seasons in 2023/24 alongside work to prepare the Outline Business Case.

- Scheme Development for Highways Initiatives

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
424	0	-424	-374	-50	0	-424

Funding was allocated to enable scheme development for new schemes, however this year limited new schemes were identified that required scheme development work. The balance of funding will roll forward into next year.

- Wheatsheaf Crossroads

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
383	223	-160	-107	-53	0	-160

Design options have been considered along with land implications, which has delayed initial programme and spend. Overall programme remains on track for delivery in 2024/25.

Waste Infrastructure

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
1,808	176	-1,632	-1,577	-55	0	-1,632

It was originally planned to carry out some of the early design and construction work for Milton HRC in the previous financial year, but this has now been delayed for a period of 15 months and the decision supported by Capital Programme Board. Whilst some design work for March HRC was completed in year to support a planning application, the majority of this work is to be completed alongside construction in 2023/24 now planning permission has been granted.

- Waterbeach Waste Treatment Facilities

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,047	1,529	+482	+453	+29	0	+482

The Strategy & Resources Committee approved a capital virement for the Waste BATc works to move the majority of existing capital budget from 2022/23 to 2023/24 to reflect the updated timeline for delivery. Spend to date includes adaption of the IVC and MBT for use as transfer stations and work on the respective Front-End Engineering Design (FEED) studies.

- Swaffham Prior Community Heat Scheme

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
6,943	5,527	-1,416	-2,772	+1,356	0	-1,416

The split of costs for the Private Wire have been adjusted between the two projects (North Angle Solar Farm and Swaffham Prior Community Heat Project) to better reflect where the main benefits of the private wire will accrue and therefore how the costs should be apportioned. The North Angle Solar Farm as the generator of clean electricity will benefit more from energy sales as a result of the private wire.

- St Ives Smart Energy Grid Demonstrator scheme

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,978	3,318	-660	-434	-226	0	-660

The project is part funded with ERDF grant. The original practical completion was due end of March 2023. However, due to a project change during 2022, a grid connection with UKPN was secured in November 2022 and its energisation is not scheduled to complete until September 2023. It is only after energisation the project can export electricity for income. In addition, the final designs for the supply of electricity to an on-site client was delayed due to client side changes. This has been resolved and an extension of time for the client to connect to the smart energy grid agreed.

- Babraham Smart Energy Grid

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
5,630	2,285	-3,345	-2,897	-448	0	-3,345

The construction of this project moved from two to three construction phases to allow more parking for Addenbrookes NHS Trust staff during the construction phase. This has extended the

programme by a minimum of 16 weeks. The project is now due to complete and energise early 2024.

- Stanground Closed Landfill Energy Project

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
150	7	-143	-135	-8	0	-143

The capital budget for Stanground solar and battery Project was previously moved into 24/25. Work started during the second half of 22/23 reviewing and agreeing scope of the phase 3 Investment Grade Proposal. The scope was signed off in March 2023, and therefore project development will progress during 23/24.

- North Angle Solar Farm, Soham

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
7,963	3,156	-4,807	-4,912	+105	0	-4,807

The budget for the Cambridgeshire Private Wire (CPEN), a sub-project of the North Angle Solar Farm project, mainly sits within the North Angle Solar Farm. The CPEN project is a cable running from North Angle Solar Farm buto Burwell Local and Swaffham Prior Community Energy Centre. It was anticipated that most of this budget would be spent in 2022-23, however, due to delays securing easements and planning permission, £4m spend is now forecast for expenditure during 2023/24.

- Fordham Renewable Energy Network Demonstrator

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
609	5	-604	-604	0	0	-604

Capacity constraints within the team meant that this project was unable to be progressed as quickly as had been intended. The forecast reflects the associated delay in expenditure on the development of this project.

- Environment Fund - Decarbonisation Fund – Council building Low Carbon Heating

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
892	654	-238	-24	-214	0	-238

Underspend on the decarbonisation fund was due to project delays meaning more work ran over in 2023-24 than expected.

- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
0	424	+424	+421	+3	0	+424

Last year the schools low carbon heating programme sat together with the Council's office buildings low carbon heating programme but this is now separated out. This will allow closer monitoring of the additional Council's Environment Fund contributions for low carbon heating for maintained schools to match fund any Government Public Sector Decarbonisation Scheme funding. This change was implemented post March 2022 and will therefore be seen as a variance all year.

- Environment Fund - EV Chargepoints

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
194	2	-192	-186	-6	0	-192

Delivery was been delayed due to changes in the contractor's design and delivery team. No charge points have been installed yet. Full project costs are anticipated to be incurred in financial year 23/24 with project completion.

- School Ground Source Heat Pump Projects

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
926	660	-266	+60	-326	0	-326

In year underspend was due to an error in the project team's projection (March 2022 expenditure misattributed to April 2022) and completion on site being delayed by 12 months. The delay relates to a single one of the 12 plant rooms to be decarbonised. The contractor identified that their original plan for this plant room is not workable. The revised plan requires excavation works which can only take place this summer.

- Connecting Cambridgeshire

Revised Budget for 2022/23 £'000	Actual Spend (Yearend) £'000	Actual Variance (Yearend) £'000	Variance Last Month (February) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,628	2,953	-1,675	-1,869	+194	0	-1,675

The 2022/23 underspend related to a change in the profile of spend on the CPCA programme plus SFBB BT payments which are now expected in 2023/24.

Capital Funding

Original 2022/23 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2022/23 £'000	Actual Spend (Year end) £'000	Actual Variance (Year end) £'000
18,570	Local Transport Plan	13,508	13,508	0
8,329	Other DfT Grant funding	8,529	8,429	-100
11,996	Other Grants	7,114	5,713	-1,401
7,256	Developer Contributions	2,657	2,245	-412
46,961	Prudential Borrowing	43,221	24,279	-18,942
11,241	Other Contributions	14,666	12,151	-2,515
104,353		89,695	66,325	-23,370
-18,970	Capital Programme variations	-17,736	5,634	23,370
85,383	Total including Capital Programme variations	71,959	71,959	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	-4.94	Schemes funded by DfT grants rolled forward into 22/23. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 21/22. Rolled forward schemes will be funded by borrowing.
New funding/Rephasing (Specific Grants)	-3.56	Carry forward of Northstowe Heritage centre (£0.375m) Reduction in funding and rephasing for Wisbech Town Centre Access Study due to change of scope of CPCA funded scheme (-£3.788m). Reduction in funding and rephasing for Connecting Cambridgeshire (-£4.925m). New funding for March Area Transport Study (£2.367m) Additional DfT funding (£2.5m)
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.20	Developer contributions to be used for a number of schemes. Rephasing Bar Hill to Longstanton cycleway (-£0.727m). Rephasing Girton to Oakington cycleway (£0.124m). Rephasing of Guided Busway (-£3.979m). Rephasing of Fendon Road Roundabout (£0.189m). Rephasing of Ring Fort path (£0.020m). Rephasing of Cherry Hinton Road cycleway (£0.098m).

Funding	Amount (£m)	Reason for Change
Additional funding / Revised Phasing (Other Contributions)	0.59	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Rephasing King's Dyke (£0.385m). Rephasing Lancaster Way (£0.287m). Spencer Drove, Soham (£0.097m). Rephasing and adjustment to overall funding Future High St Funds (£1.905m). Rephasing Connecting Cambridgeshire (£1.772m). A141 and St Ives Improvements (£1.0m). A10 Ely to A14 Improvements (£0.957m). Pothole funding – use of revenue budget (£4.0m).
Additional Funding / Revised Phasing (Prudential borrowing)	10.02	Borrowing in advance of S106 receipts – Northstowe Busway link (£0.240m) Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.200m). Rephasing of Footway schemes (£0.425m) Rephasing of Waste schemes (£0.068m). Rephasing of Energy schemes (-£2.975m). Rephasing King's Dyke (£2.183m). Rephasing Scheme development for Highway Initiatives (£0.424m). Rephasing Connecting Cambridgeshire (£1.40m)

Appendix 8 – Savings Tracker

RAG	BP Ref	Title	Service	Committee	Original Saving £000	Forecast Saving £000	Variance from Plan £000	% Variance	Direction of travel	Commentary
Green	B/R.6.215	Recycle asphalt, aggregates and gully waste	Place & Sustainability	H&T	-15	-15	0	0%	↔	On track
Green	B/R.6.216	Review Street Lighting Service requirements	Place & Sustainability	H&T	-10	-10	0	0%	↑	On track
Green	B/R.6.220	Highway Services Contract Efficiencies	Place & Sustainability	H&T	-110	-110	0	0%	↔	On track
Black	B/R.7.128	St Ives Smart Energy Grid - Income Generation	Place & Sustainability	E&GI	-44	0	44	100%	↔	Income and maintenance costs for the St Ives P&R Smart Energy Grid forecast for this year have been pushed back into 2023/24. This is due to the private wire connection points to the business customers requiring additional design work resulting from site/operational changes from the customers.
Black	B/R.7.129	Babraham Smart Energy Grid - Income Generation	Place & Sustainability	E&GI	-48	0	48	100%	↔	Babraham Road P&R smart energy grid has added an additional phase to its construction programme to address the number of available parking concerns during the construction programme. This has added an additional 14 weeks to the construction programme pushing back income generation and maintenance costs to start by October 2023.
Black	B/R.7.132	North Angle Solar Farm, Soham - Income Generation	Place & Sustainability	E&GI	-678	0	678	100%	↔	The North Angle Solar Farm project will be energised by July 2023 and not December 2022 as originally forecast. This is due to the private wire not being in place by December 2022 as a result of extended third party easement negotiations. This has resulted in an income and maintenance cost delay.
Amber	B/R.7.133	Swaffham Prior Community Heat Scheme - Income Generation	Place & Sustainability	E&GI	-298	-1	297	100%	↑	The customer connections to the Swaffham Prior Community Heat Project are just now starting. 12 homes have been connected but progress is slow with only 2/3 new connections being made every week. As customers connect, income will come forward from the Renewable Heat Incentive and from the heat charges to customers.
					-1,203	-136	1,067			

Finance Monitoring Report – May 2023

To: Environment & Green Investment Committee

Meeting Date: 13 July 2023

From: Frank Jordan – Executive Director, Place & Sustainability
Michael Hudson – Executive Director, Finance & Resources

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The report is presented to provide Committee with an opportunity to note and comment on the May position for 2023/2024.

Recommendation: The Committee is asked to:-

- (a) Endorse the proposed carry-forwards / re-profiling / funding changes in the Capital Programme to Strategy & Resources Committee for approval.
- (b) Review and comment on the report.

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1. Background

- 1.1 The appendix attached provides the financial position for the whole of Place & Sustainability Directorate, and as such, not all of the budgets contained within it are the responsibility of this Committee. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 This report is intended to give Committee an update on the financial position of Place & Sustainability Directorate and detail forecast pressures and underspends across the different services and an explanation for variances.
- 1.3 The Finance Monitoring Report attached is in a slightly updated format to provide consistency across the different services.

2. Main Issues

- 2.1 Revenue: Across Place & Sustainability Directorate, there is a forecast overspend of £3,586K. There is a pressure on Energy Services income of £3,425k across all its projects. The supply chain for these projects like the rest of the construction industry is facing significant challenges including rising costs of energy, securing key equipment and materials along with a widespread shortage of skilled labour. This is creating longer lead in and delivery times for these projects. As a result – income that was previously budgeted to be received from July 2023 will not achieve its original planned profile until February 2024. Separately, there is a further pressure on the smart energy grids at the park & ride sites due to purchasing spares and warranties ahead of schedule in FY 23/24 of £163k.
- 2.3 Capital: Committee is asked to endorse the updating of the capital budgets as detailed in Appendix 3 to reflect the capital carry-forwards from 2022/23, the updated profiles and the changes in funding. The budgets contained within the report assume these changes. All the changes (both carry-forward and re-profiling) are individually detailed in the table at the end of the appendix.
- 2.4 There is one forecast capital pressure of £1,892K relating to North Angle Solar Farm. As the project is nearing construction on site, a number of additional costs have arisen, which are client-side costs, relating to the delay in starting on site and the finalisation of easement agreements. These include increased staff, advisor and legal costs, as well as design revisions and associated construction costs. However, these remain largely estimates at this stage and will be updated once more detail becomes available.

3. Alignment with corporate priorities

- 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

There are no significant implications for this ambition.

- 3.2 Travel across the county is safer and more environmentally sustainable

There are no significant implications for this ambition.

- 3.3 Health inequalities are reduced

There are no significant implications for this ambition.

- 3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

There are no significant implications for this ambition.

- 3.5 Helping people out of poverty and income inequality

There are no significant implications for this ambition.

- 3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised

There are no significant implications for this ambition.

- 3.7 Children and young people have opportunities to thrive

There are no significant implications for this ambition.

4. Significant Implications

- 4.1 Resource Implications

This report details the financial position across Place & Sustainability.

- 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

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

4.8 Environment and Climate Change Implications on Priority Areas

There are no significant implications within this category

5. Source documents

None.

Service: Place & Sustainability
 Subject: Finance Monitoring Report – May 2023

Contents

Section	Item	Description
1	Revenue Executive Summary	High level summary of information and narrative on key issues in revenue financial position
2	Capital Executive Summary	Summary of the position of the Capital programme within Place & Sustainability
Appx 1	Service Level Financial Information	Detailed financial tables for Place & Sustainability main budget headings
Appx 2	Service Commentaries	Detailed notes on revenue financial position of services that have a significant variance against budget
Appx 3	Capital Appendix	This contains more detailed information about the capital programme, including funding sources and variances from planned spend.
<i>The following appendices will be included quarterly as the information does not change as regularly:</i>		
Appx 4	Savings Tracker	Each quarter, the Council's savings tracker is produced to give an update of the position of savings agreed in the Business Plan. This will be available in the June FMR.
Appx 5	Technical Appendix	Grant Income Analysis Budget Virements Earmarked reserves schedule This will be available in the June FMR

1. Revenue – Executive Summary

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2023/24 £000	Actual £000	Forecast Variance - Outturn (May) £000	Forecast Variance - Outturn (May) %
0	Executive Director	(234)	89	0	0
0	Highways & Transport	27,711	5,870	25	0.1
0	Planning, Growth & Environment	49,576	5,255	5	0
0	Climate Change and Energy	-3,698	-6	3,556	93
0	Community Safety & Regulatory	4,679	-26	0	0
0	External Grants	-7,518	-5,289	0	0
0	Total	70,516	5,892	3,586	5

Since the approval of the 2023/24 Business Plan at Council in February some new pressures and flexibilities have been identified and these have been addressed by a budget re-set to be approved at Strategy & Resources Committee on 11th July. The budgets contained within this report reflect these changes and assume they are approved by Strategy & Resources Committee.

- Transport Strategy and Policy inflation £47k
- Estimated Signals inflation over-allocation -£300k
- Streetlighting PFI contract inflation -£350k
- Estimated Streetlighting energy inflation -£167k
- Highways maintenance inflation £38k

In summary, P&S is now forecasting an overspend of £3,586k. There is a pressure on Energy Services income of £3,425k across all its projects. The supply chain for these projects like the rest of the construction industry is facing significant challenges including rising costs of energy, securing key equipment and materials along with a widespread shortage of skilled labour. This is creating longer lead in and delivery times for these projects. As a result – income that was previously budgeted to be received from July 2023 will not achieve its original planned profile until February 2024. Separately, there is a further pressure on the smart energy grids at the park & ride sites due to purchasing spares and warranties ahead of schedule in FY 23/24 of £163k.

The Place and Sustainability (P&S) directorate is a large and complex budget area that has a variety of services and significant income streams (such as Parking Enforcement and Highways Development Management) which require detailed monitoring and have the potential for variances. The Waste Management budget is also a high-risk budget area, and the service is working with the contractor to identify efficiencies and savings arising while the plant is closed, which are necessary until the changes are made to meet the Best Available Technique conclusions (BATc) legislative requirements to ensure they are compliant with the Environment Agency Environmental Permits.

2. Capital – Executive Summary

Capital Expenditure and Funding

The Capital Programme at Appendix 3 reflects the changes due to:-

- (1) carry-forwards from 22/23 due to underspends,
- (2) the re-phasing of a number of schemes, and
- (3) changes due to new funding.

Details of all the changes are shown at the end of Appendix 3

Forecast Expenditure

One scheme is forecasting an overspend for P&S. Full details of the overspend can be found in the supporting tables to Appendix 3.

Funding

All schemes are funded as presented in the 2023/24 Business Plan.

Appendix 1 – Service Level Financial Information

Previous Forecast Outturn Variance £000's	Committee	Service	Budget 2023/24 £000's	Actual May 2023 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
		Executive Director				
	All	Executive Director	-234	89	0	0%
		Executive Director Total	-234	89	0	0%
		Highways & Transport				
		Highways Maintenance				
H&T		Asst Dir - Highways Maintenance	167	19	0	0%
H&T		Highway Maintenance	7,430	271	0	0%
H&T		Highways Asset Management	495	143	0	0%
H&T		Winter Maintenance	3,075	75	0	0%
		Project Delivery				
H&T		Asst Dir - Project Delivery	200	-103	0	0%
H&T		Project Delivery	0	565	0	0%
H&T		Street Lighting	14,088	3,198	0	0%
		Transport, Strategy & Development				
H&T		Asst Director - Transport, Strategy & Development	1,178	1,954	0	0%
H&T		Traffic Management	306	-122	7	2%
H&T		Road Safety	409	412	17	4%
H&T		Transport Strategy and Policy	63	66	0	0%
H&T		Highways Development Management	0	-545	0	0%
H&T		Park & Ride	300	479	1	0%
H&T		Parking Enforcement	0	-542	0	0%
		Highways & Transport Total	27,711	5,870	25	0%
		Planning, Growth & Environment				
E&GI		Asst Dir - Planning, Growth & Environment	185	31	-8	-4%
E&GI		Planning and Sustainable Growth	935	199	3	0%
E&GI		Natural and Historic Environment	1,007	-215	10	1%
E&GI		Waste Management	47,450	5,240	0	0%
		Environment Total	49,576	5,255	5	0%
		Climate Change & Energy Service				
E&GI		Climate and Energy Services	76	8	0	0%
E&GI		Climate Change Services	0	-1	0	0%
	E&GI	Energy Services	-3,774	-12	3,556	94%
		Climate Change & Energy Service Total	-3,698	-6	3,556	-96%
		Community Safety & Regulatory Service				
CSMI		Domestic Abuse & Sexual Violence Service	2,577	-70	0	0%
CSMI		Registration & Citizenship Services	-757	-94	0	0%
CSMI		Coroners	2,080	243	0	0%
CSMI		Trading Standards	779	-105	0	0%
		Community Safety & Regulatory Service Total	4,679	-26	0	0%
		Total	78,034	11,181	3,586	5%

Appendix 2 – Service Commentaries

Service	Budget 2023/24	Forecast Outturn Variance	Forecast Outturn Variance
	£000's	£000's	%
Energy Services	-3,774	3,586	94

There is a pressure on Energy Services income of £3,425k across all its projects. The supply chain for these projects like the rest of the construction industry is facing significant challenges including rising costs of energy, securing key equipment and materials along with a widespread shortage of skilled labour. This is creating longer lead in and delivery times for these projects. As a result – income that was previously budgeted to be received from July 2023 will not achieve its original planned profile until February 2024. Separately, there is a further pressure on the smart energy grids at the park & ride sites due to purchasing spares and warranties ahead of schedule in FY 23/24 of £163k.

Appendix 3 – Capital

Capital Expenditure 2023/24

Total Scheme Revised Budget £'000	Original 2023/24 Budget as per BP £'000	Scheme	Revised Budget for 2023/24 £'000	Actual Spend (May) £'000	Forecast Spend – Outturn (May) £'000	Forecast Variance – Outturn (May) £'000
		Integrated Transport				
1,000	200	Major Scheme Development & Delivery	200	-259	200	0
4,473	895	Local Infrastructure Improvements	1,047	-42	1,047	0
2	0	- Minor improvements for accessibility and Rights of Way	2	-11	2	0
3,000	600	Safety Schemes	1,780	0	1,780	0
1,725	345	Strategy and Scheme Development work	456	72	456	0
5,720	1,350	Delivering the Transport Strategy Aims	2,566	165	2,566	0
125	25	Air Quality Monitoring	25	0	25	0
26,000	1,040	A14	1,040	0	1,040	0
		Operating the Network				
37,650	9,450	Carriageway & Footway Maintenance incl Cycle Paths	10,200	-272	10,200	0
1,175	235	Rights of Way	250	241	250	0
11,735	2,347	Bridge Strengthening	2,347	2,103	2,347	0
3,890	778	Traffic Signal Replacement	1,070	702	1,070	0
915	183	Smarter Travel Management - Int Highways Man Centre	183	185	183	0
0	118	Smarter Travel Management - Real Time Bus Information	0	0	0	0
		Highways & Transport				
		Highways Maintenance				
78,700	0	£90m Highways Maintenance schemes	492	-47	492	0
33,324	8,179	Pothole grant funding	7,212	-550	7,212	0
28,000	4,000	Footways	4,165	-13	4,165	0
24,750	4,750	A14 De-trunking	4,750	0	4,750	0
13,283	100	Street Lighting LED	100	0	100	0
2,500	500	Highways materials recycling	500	0	500	0
		Project Delivery				
49,006	10	- Ely Crossing	10	-941	10	0
149,791	3,868	- Guided Busway	3,890	0	3,890	0
0	0	- Cambridge Cycling Infrastructure	394	1	394	0
33,500	600	- King's Dyke	-2,550	206	-2,550	0
1,181	0	- Emergency Active Fund	0	-24	0	0
2,589	0	- Lancaster Way	0	7	0	0
1,883	0	- Wisbech Town Centre Access Study	101	-1,166	101	0
6,853	4,571	- March FHSF and MATS Broad Street	5,116	2	5,116	0
7,905	4,367	- St Neots Future High St Fund	1,992	1	1,992	0
3,329	0	- March Area Transport Study - Main schemes	1,298	339	1,298	0
2,300	1,300	- St Ives local improvements	1,800	9	1,800	0
5,805	2,903	- A141 and St Ives Improvement	1,754	-86	1,754	0
3,803	2,535	- A10 Ely to A14 Improvements	2,378	-42	2,378	0
100	0	- Witchford A10 NMU	100	0	100	0
2,860	0	- Transforming Cities Fund	2,803	0	2,803	0
2,891	0	- Guided Busway – Widening of footpath	2,891	0	2,891	0

Total Scheme Revised Budget £'000	Original 2023/24 Budget as per BP £'000	Scheme	Revised Budget for 2023/24 £'000	Actual Spend (May) £'000	Forecast Spend – Outturn (May) £'000	Forecast Variance – Outturn (May) £'000
		Transport Strategy and Network Development				
1,000	0	- Scheme Development for Highways Initiatives	424	0	424	0
1,000	0	- Combined Authority Schemes	0	36	0	0
0	0	- Northstowe Transport Monitoring	0	0	0	0
6,795	200	- Wheatsheaf Crossroads	1,535	19	1,535	0
		Planning, Growth & Environment				
7,424	2,180	- Waste Infrastructure	1,500	0	1,500	0
20,367	19,320	- Waterbeach Waste Treatment Facilities	12,838	-141	12,838	0
680	0	- Northstowe Heritage Centre	0	4	0	0
834	834	- Reallocation and funding of cost cap for Northstowe Phase 1	834	0	834	0
		Climate Change & Energy Services				
0	0	- Energy Efficiency Fund	0	0	0	0
10,965	0	- Swaffham Prior Community Heat Scheme	2,300	-1,084	2,300	0
928	0	- Alconbury Civic Hub Solar Car Ports	158	0	158	0
5,486	2,066	- St Ives Smart Energy Grid Demonstrator scheme	1,277	96	1,277	0
8,595	2,819	- Babraham Smart Energy Grid	5,040	85	5,040	0
6,970	0	- Trumpington Smart Energy Grid	0	0	0	0
8,267	3,000	- Stanground Closed Landfill Energy Project	550	0	550	0
150	0	- Woodston Closed Landfill Energy Project	135	0	135	0
30,849	427	- North Angle Solar Farm, Soham	5,314	-208	7,206	1,892
635	409	- Fordham Renewable Energy Network Demonstrator	450	0	450	0
10,518	1,627	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	2,463	-32	2,463	0
2,383	0	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	281	0	281	0
3,499	0	- Environment Fund - Decarbonisation Fund – School Education Capital	1,729	0	1,729	0
200	0	- Environment Fund - EV Chargepoints	0	-6	0	0
500	167	- Environment Fund - Oil Dependency	205	0	205	0
300	230	- Environment Fund - Climate Innovation	63	0	63	0
74	0	- Treescape Fund	31	0	31	0
157	0	- Cambridge Electric Vehicle Chargepoints	15	0	15	0
3,145	0	- School Ground Source Heat Pump Projects	143	0	143	0
20,072	2,490	Connecting Cambridgeshire	2,153	11	2,153	0
	1,331	Capitalisation of Interest	1,331	0	1,331	0
703,556	92,349		101,131	-640	103,023	1,892
	-27,944	Capital Programme variations	-27,944	0	-27,944	0
	64,405	Total including Capital Programme variations	73,187	-640	75,079	1,892

The increase between the original and revised budget is partly due to the carry forward of funding from 2022/23, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2022/23 financial year. The phasing of a number of schemes have been reviewed since the published business plan and are now incorporated in the table above

The schemes with significant variances (>£250k) either due to changes in phasing or changes in overall scheme costs can be found below:

Ref	Service / Committee	Commentary vs previous month	Scheme	Scheme Budget £m	2023-24 Budget £m	Forecast Outturn Variance £m	Cause	Commentary
1a	Climate Change & Energy Services	New	Solar Projects	30.849	5.314	1.892	Overspend	A forward estimate of costs that are expected to arise across projects has been made, as these are much higher than the budget allocated. Overspends are now expected at delivery stage in the solar portfolio as a result of higher than expected staff, advisor and legal costs, as well as design revisions and associated construction costs. However, these remain largely indicative for the time being.

Capital Variations Budget

Variation budgets are set annually and reflect an estimate of the average variation experienced across all capital schemes, and reduce the overall borrowing required to finance our capital programme. There are typically delays in some form across the capital programme due to unforeseen events, but we cannot project this for each individual scheme. We therefore budget centrally for some level of delay. Any known delays are budgeted for and reported at scheme level. If forecast underspends are reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when rephasing exceeds this budget.

The capital variations budget for Place & Sustainability is £27,944K.

Commentary on Capital expenditure

There is only one scheme reporting a forecast variance on capital expenditure. The details of which are outlined in the table above, linked to the North Angle Solar Farm scheme. The variance noted is a £1,892k overspend from the budgeted amount for FY 23/24. See the commentary column in the table above for more details.

Funding

Original 2023/24 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2023/24 £'000	Actual Spend (May) £'000	Actual Variance (May) £'000
16,026	Local Transport Plan	15,048	15,048	0
13,145	Other DfT Grant funding	13,109	13,109	0
8,875	Other Grants	10,558	10,558	0
5,113	Developer Contributions	5,426	5,426	0
39,699	Prudential Borrowing	43,545	45,437	1,892
12,308	Other Contributions	13,206	13,206	0
95,166		100,892	102,784	1,892
-19,129	Capital Programme variations	-27,944	-27,944	0
76,037	Total including Capital Programme variations	72,948	74,840	1,892

The increase between the original and revised budget is partly due to the carry forward of funding from 2022/23, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2022/23 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	-4.94	Schemes funded by DfT grants rolled forward into 22/23. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 21/22. Rolled forward schemes will be funded by borrowing.
New funding/Rephasing (Specific Grants)	-3.56	Carry forward of Northstowe Heritage centre (£0.375m) Reduction in funding and rephasing for Wisbech Town Centre Access Study due to change of scope of CPCA funded scheme (-£3.788m). Reduction in funding and rephasing for Connecting Cambridgeshire (-£4.925m). New funding for March Area Transport Study (£2.367m) Additional DfT funding (£2.5m)
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.20	Developer contributions to be used for a number of schemes. Rephasing Bar Hill to Longstanton cycleway (-£0.727m). Rephasing Girton to Oakington cycleway (£0.124m). Rephasing of Guided Busway (-£3.979m). Rephasing of Fendon Road Roundabout (£0.189m). Rephasing of Ring Fort path (£0.020m). Rephasing of Cherry Hinton Road cycleway (£0.098m).
Additional funding / Revised Phasing (Other Contributions)	0.59	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Rephasing King's Dyke (£0.385m). Rephasing Lancaster Way (£0.287m).

Funding	Amount (£m)	Reason for Change
		Spencer Drove, Soham (£0.097m). Rephasing and adjustment to overall funding Future High St Funds (£1.905m). Rephasing Connecting Cambridgeshire (£1.772m). A141 and St Ives Improvements (£1.0m). A10 Ely to A14 Improvements (£0.957m). Pothole funding – use of revenue budget (£4.0m).
Additional Funding / Revised Phasing (Prudential borrowing)	10.02	Borrowing in advance of S106 receipts – Northstowe Busway link (£0.240m) Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.200m). Rephasing of Footway schemes (£0.425m) Rephasing of Waste schemes (£0.068m). Rephasing of Energy schemes (-£2.975m). Rephasing King's Dyke (£2.183m). Rephasing Scheme development for Highway Initiatives (£0.424m). Rephasing Connecting Cambridgeshire (£1.40m)

Details of Capital budget changes

	£'000	Comment
Carry forward from previous year		
Local Highway Improvements	154	
Safety Schemes	1,180	
Strategy & Scheme Development work	111	
Delivering the Transport Strategy Aims	1,878	ITB funded schemes
Operating the Network		
Carriageway & Footway maintenance	750	
Rights of Way	15	
Traffic Signal Replacement	292	
Highways Maintenance £90m	492	
Pothole Funding	-967	
Footways	165	
Waste - North Cambridge HWRC	917	
Waterbeach Waste Treatment Facilities	-482	
Swaffham Prior Community Heat Scheme	2,550	
Alconbury Civic Hub Solar Car Ports	158	
St Ives Smart Energy Grid Demonstrator scheme	-672	
Babraham Smart Energy Grid	2,699	
Stanground Closed Landfill Energy Project	130	
North Angle Solar Farm, Soham	5,585	
Fordham Renewable Energy Network Demonstrator	194	
Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme		
Environment Fund - EV Chargepoints		
Environment Fund - Oil Dependency	-82	
Environment Fund - Climate Innovation	58	
Cambridge Electric Vehicle Chargepoints	15	
School Ground Source Heat Pump Projects	143	
Guided Busway	22	
Fendon Road Roundabout	140	

	£'000	Comment
Ring Fort path	358	
S106 Cherry Hinton Road	99	
Scheme Development for Highway Initiatives	424	
Wisbech Town Centre Access Study	101	
Wheatsheaf Crossroads	160	
March FHSF and MATS Broad Street	56	
St Neots Future High St Fund	551	
March Area Transport Study - Main scheme	713	
St Ives local Improvements - CPCA	880	
A141 and St Ives Improvement - CPCA	472	
A10 Ely to A14 Improvements - CPCA	427	
Transforming Cities Fund	-57	
Total carry forward	19,671	
Revised phasing		
Delivering the Transport Strategy Aims	-704	Schemes to be completed in 24/25
Waste - North Cambridge HWRC	-1,597	
Waterbeach Waste Treatment Facilities	-6,000	
Swaffham Prior Community Heat Scheme	-250	
St Ives Smart Energy Grid Demonstrator scheme	-117	
Babraham Smart Energy Grid	-233	
Stanground Closed Landfill Energy Project	-2,580	
Woodston Closed Landfill Energy Project	135	
North Angle Solar Farm, Soham	-788	
Fordham Renewable Energy Network Demonstrator	-153	
Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	836	
Environment Fund – Decarbonisation Fund – School Low Carbon Heating	281	
Environment Fund – Decarbonisation Fund – School Education Capital	1,729	
Environment Fund - Oil Dependency	120	
Environment Fund - Climate Innovation	-225	
Cambridge Cycling Infrastructure	-203	Schemes to be completed in 24/25
King's Dyke	-3,150	Expected income from painshare
Wheatsheaf Crossroads	1,175	
March FHSF and MATS Broad Street	-1,380	
St Neots Future High St Fund	-2,926	
March Area Transport Study - Main scheme	-377	
St Ives local Improvements - CPCA	-380	
A141 and St Ives Improvement - CPCA	-1,621	
A10 Ely to A14 Improvements - CPCA	-584	
Connecting Cambridgeshire	-337	
Total rephasing	-19,525	
New funding		
Delivering the Transport Strategy Aims	-1,030	3 schemes initially expected to be funded by National Highways will no longer happen.
Boxworth to A14 Cycle Route	-550	
Hilton to Fenstanton Cycle Route	-500	

	£'000	Comment
Buckden to Hinchingsbrooke Cycle Route	-780	Now managed by CPCA, so funding to be returned.
Smarter Travel Management - Real Time Bus Information	-118	
Babraham Smart Energy Grid	-245	
North Angle Solar Farm, Soham	90	
Treescape Fund (Natural capital)	31	
March FHSF and MATS Broad Street	1,869	
March Area Transport Study - Main scheme	962	
Witchford A10 NMU - CPCA	100	
Transforming Cities Fund	2,860	Additional funding via CPCA
		Funding agreed by S&R Committee to improve the southern section of the
Guided Busway - Widening of footpath	2,891	Busway
Total new funding	5,580	

Cross border use of Thriplow and Royston Household Recycling Centres

To: Environment and Green Investment Committee

Meeting Date: 13 July 2023

From: Executive Director; Place and Sustainability

Electoral division(s): The Thriplow Household Recycling Centre is located in the Duxford division and the catchment area for the site could also impact on Gamlingay, Melbourn & Bassingbourn divisions.

Key decision: No

Forward Plan ref: n/a

Outcome: The Committee is being asked to consider a proposal, to allow cross border use of the Thriplow and Royston Household Recycling Centres (HRCs) by residents from Cambridgeshire and Hertfordshire. The report also seeks endorsement of officers procuring research to quantify the use of Cambridgeshire County Council's (CCC) HRC sites by residents from all neighbouring councils, and the use of neighbouring councils' HRC sites by Cambridgeshire residents, to estimate the associated costs and impacts to the Cambridgeshire taxpayers to inform a future update to this committee.

If the Committee agrees to enter into a cross border arrangement with Hertfordshire County Council (HCC), payment will be made from the existing waste budget to compensate HCC for the net increase in costs resulting from the use of its HRC by residents of Cambridgeshire as the neighbouring council; and if the committee endorses officers in procuring research to quantify the use of HRC sites, this will provide up-to-date information to inform any future decisions or discussions with other neighbouring councils, whilst also being included as part of a future waste update to this committee.

Recommendation: The Committee is being recommended to:

a) Approve the principle of exploring and implementing a reciprocal access and cost sharing arrangements with Hertfordshire County Council, as outlined in sections 2 and 3 of this report and in the confidential Appendix 1, to not disadvantage Cambridgeshire and Hertfordshire residents from using the nearest recycling centre to their homes in the Thriplow and Royston areas.

b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice Chair, to make a final decision on implementing a reciprocal arrangement with Hertfordshire County Council.

c) Delegate authority to the Executive Director of Place and Sustainability to procure research to quantify the use of the County Council Household Recycling Centre sites by residents from all neighbouring councils, and the use of neighbouring councils' sites by Cambridgeshire residents to estimate the associated costs and impacts to the Cambridgeshire taxpayers to inform a future update to this committee.

Officer contact:

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Operational Delivery

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Member contacts:

Names: Councillor Lorna Dupré and Councillor Nick Gay

Post: Chair/Vice-Chair of E&GI Committee

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Tel: 01223 699831

1. Background

- 1.1 Waste Disposal Authorities in England have a statutory responsibility to “arrange for places to be provided at which persons resident in its area may deposit their household waste”. In Cambridgeshire this responsibility is discharged by the provision of nine Household Recycling Centres (HRCs). These sites are managed and operated by Thalia as part of the overall Waste Private Finance Initiative (PFI) contract, where residents can deposit their bulky waste and recyclables to complement the recycling and disposal services that are provided at the kerbside by the city and district councils.
- 1.2 Residents that live close to local authority boundaries may find it more convenient to use a HRC located in a neighbouring local authority’s administrative area which may be closer or easier to travel to than the HRC provided by their own council. The local HRC policies of some councils can restrict access for certain vehicle types, limit the deposit of some waste types (e.g., “DIY” waste or Construction and Demolition waste) or charge for acceptance of some waste types that can encourage the use of HRC sites in neighbouring councils where such policies and restrictions are not in place.
- 1.3 Some neighbouring local authorities have policies in place that restrict the use of its HRC sites to its own residents only and restrict access by the use of booking systems, a ‘meet and greet’ service at the entrance to sites which requires proof of residency prior to permitting access to the HRC facilities, as well as using technology such as automated number plate recognition (ANPR) and booking systems to verify residency status.
- 1.4 In Cambridgeshire the public are advised that the HRC sites are provided for Cambridgeshire Residents. Our HRC site staff are instructed to turn away non-Cambridgeshire residents where identified, but residency checks are not automatically checked by site operatives and no “meet and greet” service is carried out on entry. The booking system that was used at Thriplow and other selected HRC sites to prevent queues forming on the surrounding public highways while site capacity was reduced, due to COVID restrictions, was withdrawn in March 2022.

2. Main Issues

- 2.1 On 20 March 2023 Hertfordshire County Council’s (HCC) Cabinet agreed to a policy of restricting non-Hertfordshire residents from accessing Hertfordshire HRCs to be adopted and introduced as soon as resources would allow, and to write to neighbouring local authorities prior to implementation of the policy.
- 2.2 At the March meeting HCC’s cabinet authorised its officers to explore and implement any reciprocal access and/or cost sharing arrangements with any neighbouring local authority as may be appropriate, in so far as any such arrangements are at least cost neutral to HCC and do not disadvantage the majority of recycling centre users.
- 2.3 In April 2022 the Department of Food and Rural Affairs (Defra) launched a call for evidence on booking systems at household waste recycling centres and a technical consultation on preventing charges to householders for the disposal of “Do It Yourself” (“DIY”) waste at household waste recycling centres. Government is not in favour of unnecessarily restrictive systems or charges for waste types. On 18 June 2023 Environment Minister Rebecca Pow

announced that the Government will abolish the fees which some local authorities charge for disposing of DIY waste at HRC sites. It is proposed that the 2012 regulations will be amended to make it clear where construction and demolition waste should be treated as “DIY” waste and to prevent local authorities charging for the disposal of “DIY” waste from small-scale projects undertaken by householders themselves at HRCs.

- 2.4 HCC obtained information on the origins of users of the Hertfordshire HRCs and the HRCs of their neighbouring councils using data from a major mobile phone provider between September 2019 and February 2021 to quantify the use of its HRCs by non-HCC residents and HCC residents’ use of neighbouring councils HRCs. The information obtained by HCC indicated that 52.78% HCC’s Royston site use is by Cambridgeshire residents and 12.24% of the CCC Thriplow site use is by Hertfordshire residents. Although CCC residents mainly use HCC’s Royston site the information shows that CCC residents also use other HCC sites but at significantly lower levels.
- 2.5 During the period discussed in paragraph 2.4 above when HCC gathered data on use of its HRC sites, CCC had a booking system in place at the Thriplow HRC to manage demand and mitigate the risk of queuing on the surrounding public highway while the site’s capacity was reduced due to COVID restrictions. The use of the booking system may have reduced HCC residents from using that site and encouraged CCC residents to use HCC’s sites to avoid having to make a booking. After CCC removed the booking system in March 2022 the data indicated that CCC residents use of the Royston site reduced to 47.67%.
- 2.6 In April 2023 the County Council was informed by HCC that it would be restricting non-resident access use of its’ HRCs due to significant cost pressures, from May 2023. However, as the County Council has engaged in active dialogue with HCC this position has been delayed until August 2023, to allow officers time to follow proper governance arrangements to receive a formal steer from Elected Members and to provide time to finalise agreements. As such, HCC will still allow unfettered access to Cambridgeshire residents, (to their Royston HRC site). However, only cars will be accepted, and Cambridgeshire is continuing to offer access to HCC residents at the Thriplow site under this reciprocal arrangement.
- 2.7 If the recommendations in this report are supported by Elected Members, CCC and HCC officers will work together to agree a joint communication campaign to inform residents on both sides of the border of the cross border arrangement and how to access HRC sites in the neighbouring authority’s area.

3. Cost Implications

- 3.1 The net effect of the position of the Cambridgeshire residents use of Royston and HCC residents use of Thriplow will be that HCC are proposing to charge CCC for the difference, (under a net cost arrangement) between the cost of CCC’s residents use of the Royston site and HCC’s residents use of the Thriplow site. Based on the research discussed in paragraphs 2.4 and 2.5 this would result in a requirement for CCC to make a payment to HCC to continue with a cross border arrangement. Any payments will be made between Cambridgeshire and Hertfordshire County Councils, residents will not be charged for use of a neighbouring council’s HRC site.
- 3.2 The basis of the HCC charge proposed covers both haulage and residual disposal costs

per tonne. If the arrangement is taken up, there is proposed to be quarterly meetings to review and monitor the operations, (as well as site user numbers) plus a final tonnage and financial reconciliation at the year end. The predicted annual net cost to CCC based on the research discussed in paragraphs 2.4 and 2.5 is set out in Confidential Appendix 1 to this report.

- 3.3 If CCC decides not to have a cross border arrangement with HCC and HCC enforces its policy restricting non-Hertfordshire residents, the Cambridgeshire residents currently using the HCC's sites will be redirected to the Thriplow HRC increasing the demand at that site from current levels based on the research discussed in paragraphs 2.4 and 2.5. This would in turn see an increase in CCC haulage and residual disposal costs based on the research discussed in paragraphs 2.4 and 2.5. The potential financial implications of this additional haulage and residual disposal costs based on 2023/24 rates from the Waste PFI Contract are set out in Confidential Appendix 1.
- 3.4 If the recommendations in this report are approved by Elected Members it is proposed to continue discussions with HCC to allow a final decision to be made by the Executive Director of Place and Sustainability in consultation with the Chair and Vice-Chair, which will ensure that the cost for keeping an open border between the Thriplow and Royston HRCs will be lower than the cost for not keeping an open border when a triple bottom line is factored in.
- 3.5 The estimated cost for CCC to procure research on the full HRC usage of its sites by external users is approximately £15,000. This would give CCC useful information and data to assess the levels of use of CCC HRCs by residents outside Cambridgeshire and Cambridgeshire residents' use of HRCs in neighbouring council areas. This research would help to inform any future decisions on the potential to introduce new policies such as charging for non-residents from neighbouring authorities to use Cambridgeshire HRCs or to restrict use of CCC's sites to Cambridgeshire residents only. If the recommendation to procure research on cross border use of CCC HRCs is approved by Elected Members officers will follow the required competitive procurement process.

4. Alignment with ambitions

- 4.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

There are no significant implications for this ambition. The intention of the recommendations is to make it as easy as possible for Cambridgeshire and Hertfordshire residents to use the most convenient HRC sites based on their home locations and prevent unnecessary road journeys.

- 4.2 Travel across the county is safer and more environmentally sustainable.

There are no significant implications for this ambition.

- 4.3 Health inequalities are reduced.

There are no significant implications for this ambition.

- 4.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

There are no significant implications for this ambition.

- 4.5 Helping people out of poverty and income inequality.

There are no significant implications for this ambition.

- 4.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

There are no significant implications for this ambition. The intention of the recommendations is to continue to allow access to good quality public services for Cambridgeshire and Hertfordshire residents and to allow them to use the most convenient HRC sites based on their home locations.

- 4.7 Children and young people have opportunities to thrive.

There are no significant implications for this ambition.

5. Significant Implications

5.1 Resource Implications

The report above sets out details of significant implications in section 3 and in confidential Appendix 1

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category. If Elected Members agree to keep an open border between the Thriplow and Royston HRCs waste officers will work with the Waste PFI Contractor to formalise the arrangement to adhere to the contract terms. The contract variation described in the report is covered by Regulation 72 of the Public Contract Regulations as the value of the variation falls below the 10% and is therefore consistent with the provision at 72 (5). If Elected Members agree to procure research full HRC usage, as discussed in paragraph 3.5 above, this will be carried out in accordance with Public Procurement Regulations.

5.3 Statutory, Legal and Risk Implications

The report above sets out details of significant implications in paragraphs 1.1 and 2.3.

5.4 Equality and Diversity Implications

There are no significant implications within this category.

5.5 Engagement and Communications Implications

The report above sets out details of communications implications in paragraph 2.7.

5.6 Localism and Local Member Involvement

There are no significant implications within this category. The local member for Duxford, Councillor Peter McDonald is a member of the Environment and Green Investment Committee and nearby county councillors for the Melbourn & Bassingbourn division, and Gamlingay division, whose residents are known to use the Royston HRC site, have also been kept informed of the discussions taking place on this matter with HCC.

5.7 Public Health Implications

There are no significant implications within this category.

5.8 Climate Change and Environment Implications on Priority Areas:

5.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: The report does not relate to energy efficient, low carbon buildings.

5.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: The report does not relate to low carbon transport. The recommendation is to maintain an open border so residents from Cambridgeshire and Hertfordshire can use the HRC that is most convenient and to minimise travel distances to access from their home locations in the Royston and Thriplow areas.

5.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: The report does not relate to green spaces, peatland, afforestation, habitats and land management.

5.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: The report recommends maintaining an open border so residents from Cambridgeshire and Hertfordshire can use the HRC that is most convenient to access from their home locations in the Royston and Thriplow areas to recycle their plastic waste.

5.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: The report does not relate to water use, availability and management.

5.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

Explanation: The recommendation is to maintain an open border so residents from Cambridgeshire and Hertfordshire can use the HRC that is most convenient and to minimise travel distances to access from their home locations in the Royston and Thriplow areas. This should mean that the air pollution created by residents' car use travelling to an HRC will be neutral.

5.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: Neutral
Explanation: The recommendation is to maintain an open border and the current situation so this will have a neutral impact on resilience of our services and infrastructure and supporting vulnerable people to cope with climate change. This may slightly increase resilience to climate change by avoiding a potential increase in demand at the Thriplow HRC.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: David Parcell

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? Yes
Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User?
Yes
Name of Officer: Emma Fitch

Have any engagement and communication implications been cleared by Communications?
Yes
CCC and HCC officers have met with a view to issuing a joint press-release on this subject if Elected Members agree the recommendations in this report.
Name of Officer: Kathryn Rogerson

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: Emma Fitch

Have any Public Health implications been cleared by Public Health?
Yes
Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer?
Yes
Name of Officer: Emily Bolton

5. Source documents

5.1 Source documents

Hertfordshire County Council's (HCC) Cabinet Report from 20 March 2023 titled "Recycling Centre Non-Resident Restriction Policy Proposal and related minutes".

5.2 Location

[Hertfordshire County Council link to Cabinet Report Agenda Pack Cabinet Panel Report \(hertfordshire.gov.uk\)](#)

[Hertfordshire County Council link to Cabinet Meeting Minutes \(Public Pack\)Minutes Document for Cabinet, 20/03/2023 14:00 \(hertfordshire.gov.uk\)](#)

Light Blue Fibre Annual Progress Report

To: Environment and Green Investment Committee

Meeting Date: 13th July 2023

From: Executive Director; Place and Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The purpose of this report is to update the E&GI Committee on the progress of the Light Blue Fibre Joint Venture Company between Cambridgeshire County Council and the University of Cambridge.

Recommendation: The Committee is asked to note the progress of the Light Blue Fibre company over the last year, as set out in the report below and the attached confidential appendix.

Officer contact:

Name: Ceren Clulow
Post: Connecting Cambridgeshire Programme Director
Email: ceren.clulow@cambridgeshire.gov.uk
Tel: 01223 715923

Member contacts:

Names: Councillor Lorna Dupré and Councillor Nick Gay
Post: Chair/Vice-Chair of E&GI Committee
Email: lorna.dupre@cambridgeshire.gov.uk nick.gay@cambridgeshire.gov.uk
Tel: 01223 699831

1. Background

- 1.1 In 2019 the Council's Commercial and Investment (C&I) Committee approved the establishment of a joint venture commercial company with the University of Cambridge, known as Light Blue Fibre. The purpose of Light Blue Fibre is to market the fibre assets of the University and the Council on a commercial basis.
- 1.2 As part of the governance arrangements the C&I Committee passed oversight of the operation of Light Blue Fibre to the Environment and Green Investment (E&GI) Committee, which subsequently approved an annual reporting cycle. This report is the second annual progress update for the Light Blue Fibre Company. The first [Light Blue Fibre Progress Report](#) was presented to the E&GI Committee in January 2022, and included an overview of the structure and operation of the company.
- 1.3 This report includes a brief overview of the progress of Light Blue Fibre since 2022, together with a confidential appendix which includes details of the operational and financial progress of the company.

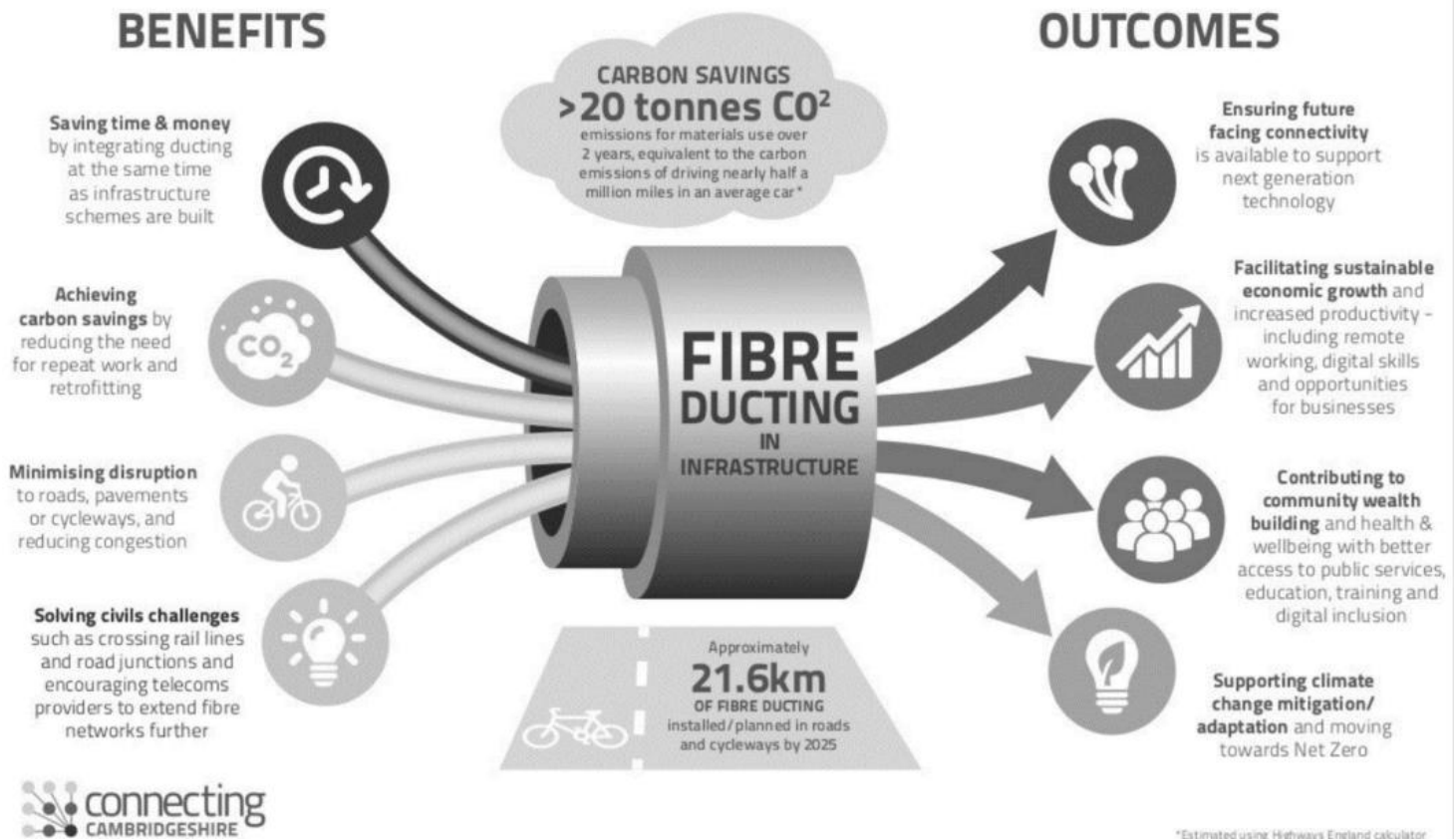
2. Main Issues

Strategic Context

- 2.1 In 2022 the E&GI Committee endorsed the [Cambridgeshire and Peterborough Digital Connectivity Infrastructure Strategy 2021-2025](#), which highlighted the extent to which having future facing digital connectivity underpins the Council's aims for sustainability, fairness and an economically strong Cambridgeshire. A salient element of the digital connectivity strategy involves leveraging the Council's key position in the delivery of transport and other infrastructure projects to increase the fibre footprint across the County by incorporating fibre ducting in all infrastructure schemes where it is feasible to do so.
- 2.2 Fibre ducting is used to carry fibre optic cables which form the basis of high speed fibre broadband which is the underpinning infrastructure required for all forms of digital connectivity – whether fixed (eg home broadband and business connectivity) or 4G and 5G mobile services.
- 2.3 The infographic below summarises the benefits of incorporating fibre ducting into infrastructure schemes compared to the expensive, disruptive, and environmentally damaging approach of retrofitting fibre ducting after the completion of transport and other infrastructure schemes:

Fibre Ducting in Infrastructure Schemes

Deploying fibre ducting at the same time as delivering infrastructure schemes brings many other benefits as well as better digital connectivity



2.4 The operation of Light Blue Fibre is a key element of this approach, enabling the resulting fibre assets to be made available on a commercial basis and ensuring that the fibre assets developed are fully utilised. This has the dual benefit of providing a modest financial return to the Council as well as helping to deliver better digital connectivity for Cambridgeshire.

Light Blue Fibre Progress

2.5 Following the formal establishment of Light Blue Fibre in late 2019, the company has just completed its 3rd full year of trading. Operationally and commercially, Light Blue Fibre is on track, or even slightly ahead of the original business plan. Its success to date is underpinned by close collaboration and a positive working relationship between the University and the Council. The commercial and financial details of the operation of Light Blue Fibre, which are commercially sensitive, are set out in Appendix 1.

3. Source documents

3.1 Source documents: [Cambridgeshire & Peterborough Digital Connectivity Strategy 2021-2025](#)

Environment and Green Investment Committee Appointments to Outside Bodies and Internal Advisory Groups and Panels

To: Environment and Green Investment Committee

Meeting Date: 13 July 2023

From: Democratic Services Officer

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: To review the Committee's appointments to Outside Bodies and Internal Advisory Groups and Panels.

It is important that the Council is represented on a wide range of outside bodies to enable it to provide clear leadership to the community in partnership with citizens, businesses and other organisations.

Recommendation: It is recommended that the Environment and Green Investment Committee:

- 1) review the appointments to outside bodies as detailed in Appendix 1;
- 2) review the appointments to Internal Advisory Groups and Panels as detailed in Appendix 2.

Officer contact:

Name: Dawn Cave
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Member contacts:

Names: Councillors Dupré and Gay
Post: Chair/Vice-Chair
Email: lorna.dupre@cambridgeshire.gov.uk
nick.gay@cambridgeshire.gov.uk
Tel: 01223 699831

1. Background

- 1.1 The County Council's Constitution states that the Environment and Green Investment Committee has authority to nominate representatives to Outside Bodies other than the Combined Authority, Greater Cambridge Partnership, Cambridgeshire and Peterborough Fire Authority, the County Councils Network Council, and the Local Government Association.
- 1.2 Appointments to Outside Bodies and Internal Advisory Groups and Panels are agreed by the relevant Policy and Service Committee.
- 1.3 The Environment and Green Investment Committee at its meeting on 1 July 2021 agreed to delegate, on a permanent basis between meetings, the appointment of representatives to any vacancies on outside bodies, groups, and panels, within the remit of the Environment and Green Investment Committee, to the Executive Director: Place and Sustainability in consultation with the Chair and Vice-Chair of Environment and Green Investment Committee.

2. Appointments

- 2.1 The Committee is invited to review its appointments to outside bodies where appointments are required as set out in Appendix 1.
- 2.2 The internal advisory groups and panels for review are set out in Appendix 2 to this report.

3. Alignment with ambitions

- 3.1 There are no significant implications for the following ambitions:
 - Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes
 - Travel across the county is safer and more environmentally sustainable
 - Health inequalities are reduced
 - People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs
 - Helping people out of poverty and income inequality
 - Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised
 - Children and young people have opportunities to thrive

4. Significant Implications

4.1 There are no significant implications within these categories

Resource Implications

Procurement/Contractual/Council Contract Procedure Rules Implications

Statutory, Legal and Risk Implications

Equality and Diversity Implications

Engagement and Communications Implications

Localism and Local Member Involvement

Public Health Implications

Environment and Climate Change Implications on Priority Areas

5. Source documents

5.1 [Membership of Outside Bodies and Internal Advisory Groups and Panels](#)

Cambridgeshire County Council Appointments to Outside Bodies: Policy and Service Committees

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p data-bbox="203 464 589 568">Anglian (Great Ouse) Regional Flood Coastal Committee</p> <p data-bbox="203 608 589 791">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 data-bbox="203 826 589 1262" style="list-style-type: none"> • maintaining or improving any watercourses which are designated as main rivers; • maintaining or improving any tidal defences; • installing and operating flood warning systems; • controlling actions by riparian owners and occupiers which might interfere with the free flow of watercourses; • supervising Internal Drainage Boards. 	2	3	<p data-bbox="987 491 1323 584">Councillor L Dupré (LD) Councillor S Ferguson (Ind) Councillor G Wilson (LD)</p> <p data-bbox="987 644 1301 703">Sub – Councillor P Coutts (LD)</p>	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Anglian (Northern) Regional Flood and Coastal Committee</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 (C)	Other Public Body representative	Environment and Green Investment
<p>Cambridge Airport Consultative Committee</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 N Gay (L)	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Cambridgeshire and Peterborough Flood & Water Partnership</p> <p>The partnership is required by legislation - namely the Flood and Water Management Act 2010.</p>	4	1	<p>Councillor L Dupré (LD)</p> <p>Observer – Councillor G Wilson (LD)</p>	Other Public Body representative	Environment and Green Investment
<p>Cambridgeshire and Peterborough Land Use Framework Leadership Group</p> <p>To develop the land use framework further.</p>	4	1	Councillor L Dupré (LD)	Other Public Body representative	Environment and Green Investment
<p>Cambridgeshire Consultative Group for the Fletton Brickworks Industry (Whittlesey)</p> <p>The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</p>	2	1	Councillor D Connor (C)	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>CEMEX Barrington Community Liaison Group</p> <p>The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</p>	2-3	2	Councillor S Kindersley (LD) Councillor P McDonald (LD)	Other Public Body representative	Environment and Green Investment
<p>Conservators of the River Cam</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 [3 year appointment, from 01/01/23 to 31/12/25]	Councillor A Bradnam (LD)	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Dimmocks Cote Liaison Group</p> <p>The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</p>	1-2	1	Vacancy	Other Public Body representative	Environment and Green Investment
<p>Envar Liaison Committee</p> <p><i>The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</i></p>	2	1	Councillor S Criswell (C) Local Member(s): Somersham & Earith	Other Public Body representative	Environment and Green Investment
<p>Great Fen Steering Committee</p> <p>Steering Group to oversee and guide the development of the Great Fen Project.</p>	6	1 Observer Status	Councillor A Costello (C)	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Greater Cambridge Local Plan Inception and Joint Local Planning Advisory Group</p> <p>To facilitate a shared policy position on the development of the new Greater Cambridge Local Plan.</p>	TBC	1	Councillor N Shailer (L)	Other Public Body representative	Environment and Green Investment
<p>Greensand Country Landscape Partnership.</p> <p>The Greensand 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)	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Growing Fenland – Project Delivery</p> <p>Chatteris Stakeholder Group</p> <p>March Stakeholder Group</p> <p>Whittlesey Stakeholder Group</p> <p>Wisbech Stakeholder Group</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>	Other Public Body representative	Environment and Investment
<p>Little Paxton Quarry Liaison Group</p> <p>The aim of this group is to monitor progress of the development and provide a local forum to consider matters of local concern relating to the winning and working of minerals and restoration and afteruse.</p>	2	2	<p>Councillor K Billington (C)</p> <p>Councillor K Prentice (C)</p> <p>Local Member(s):</p> <p>St Neots Priory Park & Little Paxton; Brampton & Buckden</p>	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p data-bbox="203 292 577 360">London Stansted Corridor Consortium Board</p> <p data-bbox="203 400 577 584">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 data-bbox="992 320 1323 379">Councillor E Meschini (replacing Cllr A Bulat)</p>	Other Public Body representative	Environment and Green Investment
<p data-bbox="203 627 517 695">Milton Landfill Liaison Group (FCC)</p> <p data-bbox="203 735 584 1007">The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</p>	1-2	1	Councillor A Bradnam (LD)	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Mitchell Hill Liaison Group</p> <p>The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</p>	2	2	Councillor A Bradnam (LD) Councillor N Gough (LD)	Other Public Body representative	Environment and Green Investment
<p>Natural Cambridgeshire</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	Vacancy	Other Public Body representative	Environment and Green Investment
<p>Needingworth Quarry Liaison Group</p> <p>The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</p>	2	4	Councillor S Criswell (C) Councillor N Gough (LD) Councillor K Reynolds (C) Councillor F Thompson (LD)	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Northstowe Delivery Group</p> <p>To deliver the community buildings in Northstowe, and ensure better communication of progress of the Civic Hub (which will contain the new library) and Community Buildings</p>	Monthly	1	Councillor F Thompson (LD) Local Member	Other Public Body representative	Environment and Green Investment
<p>RECAP Board</p> <p>RECAP (Recycling in Cambridgeshire & Peterborough) is a partnership of authorities across Cambridgeshire & Peterborough working together to provide excellent waste and recycling services to meet local needs. The RECAP Board is the Member level group of this partnership.</p>	4	1	Councillor R Hathorn (LD)	Other Public Body representative	Environment and Green Investment
<p>St Neots Master Plan Steering Group</p>		1	Councillor S Ferguson (Ind) Substitute – Councillor S Taylor (Ind)	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p>Warboys Landfill Site Local Liaison Forum</p> <p>The aim of this group is to monitor progress of the development and the subsequent restoration of the land and provide a means to consider matters of local concern relating to the site.</p>	1-2	1	Councillor S Corney (C)	Other Public Body representative	Environment and Green Investment
<p>Warboys Site Liaison Committee</p> <p>[Heat and power plant comprising biomass energy from waste facility and treatment of waste water by evaporation]</p> <p>The Committee will provide a forum for local representatives to discuss site matters and be informed of site progress. It will provide a means whereby information and concerns/complaints about the site can be aired with appropriate solutions discussed.</p>	4 then 1	1	Councillor S Corney (C) Local Member(s): Warboys & the Stukeleys	Other Public Body representative	Environment and Green Investment

Name of Body	Meetings per Annum	Reps Appointed	Representative(s)	Guidance Classification	Committee to Approve
<p data-bbox="203 292 589 395">Waterbeach Waste Management Park Liaison Group</p> <p data-bbox="203 432 589 691">The aim of this group is to develop and maintain lines of communication between the site operator, the County Council & other regulatory bodies and the local community in order that matters of concern can be resolved in a timely and non-confrontational manner.</p>	2-3	1	Councillor A Bradnam (LD)	Other Public Body representative	Environment and Green Investment

As at 23 June 2023

Cambridgeshire County Council
Appointments to Outside Bodies: Policy and Service Committees

Appointments to Internal Advisory Groups and Panels

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
County Farms Working Group	TBC	7	Environment and Green Investment Committee Councillor L Dupré (LD) Councillor N Gay (L) Councillor M Goldsack (C) Independent Member Strategy and Resources Committee Councillor P McDonald (LD) Councillor T Sanderson (Ind) Councillor N Shailer (L) Councillor M Smith (C)	John MacMillan john.macmillan@cambridgeshire.gov.uk Rebecca Roper rebecca.roper@cambridgeshire.gov.uk	Environment and Green Investment Strategy and Resources

Name of Body	Meetings per Annum	Representatives Appointed	Representative(s)	Contact Details	Committee to Approve
<p>Green Investments and Utilities Advisory Group</p> <p>To build a deeper understanding of green project business cases and new finance mechanisms; To provide a steer on detailed negotiations on new green commercial contracts where risk/rewards need to be balanced; and To inform better decision making at Council meetings for complex green investment projects.</p>	12 approx	8 Four from Environment and Green Investment Committee and four from Strategy and Resources Committee	<p>Environment and Green Investment Committee</p> <p>Councillor J Gowing (C) Councillor P Coutts (LD) Councillor C Rae (L) Councillor S Ferguson (Ind.)</p> <p>Strategy and Resources Committee</p> <p>Councillor S Corney (C) Councillor L Dupre (LD) Councillor N Gay (L) Councillor T Sanderson (Ind.)</p> <p>(Sub- Cllr Meschini (L))</p>	<p>Sheryl French Project Director, Energy Investment Unit</p> <p>sheryl.french@cambridgeshire.gov.uk</p>	<p>Environment and Green Investment</p> <p>Strategy and Resources</p>
<p>Waterbeach Joint Environment and Green Investment and Strategy and Resources Member Steering Group</p> <p>To review and monitor a project relating to the Waste Private Finance Initiative Contract</p>	As and when required	8	<p>Environment and Green Investment</p> <p>Councillor A Bradnam (LD) Councillor S Corney (C) Councillor N Gay (L) Councillor S Ferguson (Ind)</p> <p>Strategy and Resources</p> <p>Councillor S Count (C) Councillor E Meschini (L) Councillor L Dupre (LD) Councillor T Sanderson (Ind)</p>	<p>Frank Jordan</p> <p>frank.jordan@cambridgeshire.gov.uk</p> <p>01223 715660</p>	<p>Environment and Green Investment Committee and Strategy and Resources Committee</p>

Environment & Green Investment Committee Agenda Plan

Published on 3 July 2023

Updated on 5 July 2023

Notes

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.

The following are standing agenda items which are considered at every Committee meeting:

- Minutes of previous meeting and Action Log
- Finance Monitoring Report
- Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

Committee Date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
13/07/23	Light Blue Fibre Annual Progress Report	Ceren Clulow	Not applicable		
	Northstowe Phase 1 Section 106 Cost Cap+	Colum Fitzsimons	2023/013		
	Anglian Water Relocation of Cambridge Waste Water Treatment Plant – Relevant Representations	David Carford	Not applicable		
	Corporate Performance Report (Q4 2022-23)	Rachel Hallam	Not applicable		
	Decarbonisation of Council buildings	Sarah Wilkinson	2023/061		
	Cross border use of Thriplow and Royston Household Recycling Centres	Adam Smith	Not applicable		

	Local Energy Transition	Eithne George	Not applicable		
	Finance Monitoring Report – Outturn 2022/23	Sarah Heywood	Not applicable		
	Heat Pump Ready Project – Friday Bridge, Fenland	Chris Parkin	2023/059		
	Notification of Chair/Vice Chair	Dawn Cave	Not applicable		
13/07/23 (2pm)	Waste Private Finance Initiative (PFI) Update +	Adam Smith	2023/063		
07/09/23 Reserve date	Northstowe Heritage Facility	Quinton Carroll	Not applicable		
	CORE Project approval	Ceren Clulow	2023/080		
	Risk Register	Frank Jordan	Not applicable		
12/10/23	Business Planning	Frank Jordan	Not applicable		
	Progress Report on the CCES using New Risk Methodology	Emily Bolton	Not applicable		
	Solar Together – Update and Options	Sarah Wilkinson	Not applicable		
	Corporate Performance Report (Q1 2023-24)	Rachel Hallam	Not applicable		
	Heat Pump Ready Project – Install and Loan Budget	Chris Parkin	Not applicable		
	Risk Register	Frank Jordan	Not applicable		
	Minor Works to Secure Stanground Planning Permission	Julien Saunier/ Eithne George	Not applicable		
	Climate Change and Environment Programme – Phase 2	Sheryl French/ Lynsey Barron	Not applicable		
30/11/23	Business Planning	Frank Jordan	Not applicable		
	Stanground Investment Grade Proposal	Eithne George	Yes		
	annual Carbon Footprint report	Sarah Wilkinson	Not applicable		

	Trees and Woodland Strategy – Progress and target update	Emily Bolton	Not applicable		
	Corporate Performance Report (Q2 2023-24)	Rachel Hallam	Not applicable		
18/01/24 Reserve date					
14/03/24					
18/04/24 Reserve date					

Please contact Democratic Services democraticservices@cambridgeshire.gov.uk if you require this information in a more accessible format

