

Thursday, 11 March 2021

Democratic and Members' Services
Fiona McMillan
Monitoring Officer

10:00

Shire Hall
Castle Hill
Cambridge
CB3 0AP

COVID-19

During the Covid-19 pandemic Council and Committee meetings will be held virtually for Committee members and for members of the public who wish to participate. These meetings will held via Zoom and Microsoft Teams (for confidential or exempt items). For more information please contact the clerk for the meeting (details provided below).

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

1 Apologies for absence and declarations of interest

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

2a Minutes of the meeting held on 14th January 2021

View Minutes here: [Minutes 14th January](#)

2b Environment and Sustainability Committee Minutes- Action log 3 - 4

3 Petitions and Public Questions

KEY DECISIONS

4	Schools Low Carbon Heating Investments	5 - 20
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	OTHER DECISIONS	
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9	Committee Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups	105 - 118

The Environment and Sustainability Committee comprises the following members:

Councillor Josh Schumann (Chairman) Councillor Anna Bradnam Councillor Lorna Dupre Councillor Ian Gardener Councillor John Gowing Councillor Peter Hudson Councillor Jocelynne Scutt Councillor Mathew Shuter and Councillor Tim Wotherspoon

For more information about this meeting, including access arrangements please contact

Clerk Name: Monika Balazs
 Clerk Telephone: 01223 699831
 Clerk Email: Monika.balazs@cambridgeshire.gov.uk

Environment and Sustainability Committee Minutes- Action log

This is the updated action log as at 3rd March 2021 and captures the actions arising from the most recent Commercial & Investment Committee meeting and updates Members on the progress on compliance in delivering the necessary actions.

Minutes of 17 September 2020					
Minute number	Item title	Responsible officer(s)	Action	Comments	Status
33.	Northstowe Phase 3A – Outline Planning Application Consultation Response	Juliet Richardson	Circulate final response to the Committee.	CCC's planning response to the submission has been presented to the committee.	Complete
Minutes of 15 October 2020					
38	Action Log	Juliet Richardson	Provide updates on an ongoing basis for the Northstowe Phase 3A- Outline Planning Application Consultation Response until the final response is completed	CCC's planning response to the submission has been presented to the committee.	Complete
45.	Agenda Plan, Training Plan and Appointments to Outside Bodies and Working Groups	Democratic Services	Water Sustainability training session to be added to the Training Plan	Scheduled to the 12th March 2021	Complete

Minutes of 14th January 2021

50.	Swaffham Prior Community Heat Project- Investment Case	Sheryl French	It was confirmed that the insurances and guarantees were currently under development and once completed would be circulated	Contract discussions are ongoing during March and looking to conclude during April 2021.	Ongoing
		Sheryl French	A suggestion was made by a Member, to instruct officers to engage in a discussion with the Secretary of State for Business, Energy and Industrial Strategy in order to broaden the Agricultural Grant Schemes to include incentives for landowners of suitable land for future energy projects. By including these landowners in the scheme would reduce the risks to potential future developments	To be started.	

Schools Low Carbon Heating Investments

To: Environment & Sustainability Committee

Meeting Date: 11th March 2021

From: Steve Cox, Executive Director Place & Economy

Electoral division(s): Abbey and Hardwick

Key decision: Yes

Forward Plan ref: 2021/006

Outcome: 11,751 tonnes of carbon emission savings over 30 years by replacing fossil fuel heating and hot water systems at Comberton Village College and The Galfrid Primary School with low carbon heating alternatives. Plus, testing a new green business model, a 'living lab' for learning on scaling up decarbonisation across further schools.

Recommendation: The Committee is asked to:

- a) Agree the investment case for the Comberton Village College Low Carbon Heat Network and The Galfrid Primary School Ground Source Heat Pump Project as set out in section 2.4 of the report;
- b) Note the key project risks set out in section 4.3 of the report and the full risk register at Appendix 1;
- c) Delegate authority to the Executive Director of Place and Economy and Chief Financial Officer, in consultation with the Chair of the Environment & Sustainability Committee and the Green Investment Advisory Group to sign contracts:
 - i) with Bouygues for project construction and operation; and
 - ii) with the Cam Academy Trust and United Learning for Heat Supply to the schools.

Officer contact:

Name: Chris Parkin
Post: Energy Project Manager, Energy Investment Unit
Email: [Email for Christopher Parkin](#)
Tel: 01223 715909

Member contacts:

Names: Councillors Joshua Schumann and Tim Wotherspoon
Post: Chair/Vice-Chair, Environment & Sustainability Committee
Email: [Email for Josh Schumann](#); [Email for Tim Wotherspoon](#)
Tel: 01223 706398 / 01954 252108

1. Background

- 1.1 In May 2020 Commercial & Investment Committee agreed a development budget for low carbon heating projects at Comberton Village College, Impington Village College and The Galfrid Primary School. It was envisaged that these projects would involve the Council installing and operating Ground Source Heat Pumps (GSHPs) at the schools and selling heat to the schools via 20-year Heat Supply Agreements. Projects were noted as being dependent on securing Renewable Heat Incentive (RHI) funding via Tariff Guarantees, requiring planning consent, not offering a commercial rate of return, but being of interest due to the substantial carbon savings on offer.
- 1.2 Activity on the Impington Village College project was suspended in December 2020 due to the Trust considering redeveloping the site and, in particular, the proposed location of the borehole array. Development activity on the other two projects has now reached a point where a decision on whether to invest is required. Renewable Heat Incentive (RHI) criteria require this decision to be made ahead of the end of March 2021. If a decision is made to proceed to construction works, RHI requires the plant to be commissioned no later than 31st March 2022.
- 1.3 The projects would deliver the following outcomes over a 30-year Heat Supply Agreement.

	Comberton Village College	The Galfrid Primary School
Carbon Saving tCO ₂ e over 30 years	8,760	2,991
Heating Levelised Cost Saving to School	1.1 p/kWh (10%)	0.56 p/kWh (10%)
Undiscounted cash saving to school over 30 years	£657k	£217k
Saving to school over 30 years (NPV)	£424k	£137k
Other Benefit to School	Avoided capex (c.£774k) to replace oil boilers in 14 plant rooms	Contributes to United Learning's target of being carbon neutral by 2030

- 1.4 Appendix 2 provides images of the proposed borehole arrays and GSHPs for context.

2. Main Issues

2.1 Status of Project Development Work

- 2.1.1 The following development work on these projects has now been concluded:

- Planning applications have been submitted for both projects and supplementary evidence provided in response to holding objections (all of which have now been lifted). The planning determination date for The Galfrid Primary School is 10th March and for Comberton Village college is 18th March. An oral update on the status of the planning applications will be provided to Committee;
- Energy analysis and design work has been delivered and construction work package tendering completed to arrive at a firm cost for each project.
- A final business case for each project has been produced, including guaranteed heat generation figures;

- Heat Supply Agreements (HSA) have been drafted and discussed with the Trusts and with the Department for Education.

2.1.2 The following activity is ongoing and will be completed subject to the Committee's decision:

- Construction contracts are being drafted.
- Finalisation of the draft lease (at a peppercorn rent) for the borehole array and plant room locations at Comberton and signature;
- Finalisation of the Heat Supply Agreements and their agreement by the Department for Education. We will provide an oral update on this to Committee. Signature of Heat Supply Agreements will follow after the Committee's decision and Department for Education Agreement.
- An application for the RHI needs to be submitted no later than 31st March 2021. The Committee's decision on whether to invest in these projects and planning permissions are required.

2.2 Heat Supply Agreements

2.2.1 Both projects will involve the Council owning and operating the equipment and entering into Heat Supply Agreements with the academy trusts. It was originally anticipated that these agreements would be for 20 years, matching the lifetime of the GSHPs (although the boreholes and pipework have 40-60 years lifetime). However, since the start of the project development work, RHI revenues have decreased by 49%, due to degression of the tariffs on offer, whilst capital costs have increased slightly for Comberton, and significantly for The Galfrid owing in particular to the geology increasing costs of drilling boreholes. As a result, the projects do not payback within 20 years and a longer HSA term, with replacement of the GSHPs at year 20 is necessary. A 40-year agreement would be preferable, in order to cover the full lifetime of the replacement GSHPs, however both academy trusts have indicated that they are extremely unlikely to sign up to such a long agreement.

2.2.2 Academy trusts are required to seek Department for Education approval for any new types of financial agreement they enter into. We have engaged with the Department to discuss the Heat Supply Agreement duration and terms. They have indicated that 30 years is the maximum period they would normally consider for financial agreements and, only in exceptional circumstances would they approve longer agreements. For this reason, costs and benefits in this report are presented over a 30-year term. We are awaiting a formal response from the trusts on the acceptability of this. If an option to agree a longer term arises, we will pursue this, as it will improve the project financial performance.

2.2.3 The Department for Education provided a number of comments and conditions on reviewing the draft Heat Supply Agreement and we have modified the draft to address these. One of their key conditions was that any financial benefit arising from the projects' operation should be shared with the schools via reduced heat tariffs. The HSAs therefore include provisions that, if the Internal Rate of Return on these projects (after inflation and interest costs, but excluding the monetised social benefit of the carbon savings) is more than 1%, the additional benefit will be shared with the school via a reduction in heat tariffs. The precise terms of this benefit sharing are still subject to discussion with the Department for Education. We will provide an oral update on this to the Committee. This provision does limit the maximum potential benefit to the Council to a modest return.

2.2.4 At the Department for Education's request the Heat Supply Agreement also includes transfer of ownership of the equipment to the Trust at the end of the Heat Supply Agreement term. There will be a residual payment required in the event that the Council's cost is not fully recovered in cash terms over the duration of the Heat Supply Agreement through the heat tariff and standing charge. The agreements also contain an option for the Trust to roll over the unamortised cost into a new Heat Supply Agreement with the Council.

2.3 Cost comparisons for the schools

2.3.1 Heat tariffs and standing charges have been set to offer the schools a 10% saving over the counterfactual cost of operating their own fossil fuel fired heating. Annual (year 1) and 30-year costs to the schools of entering into a Heat Supply Agreement (HSA) relative to the counterfactual (of operating their own fossil fuel heating) are summarised below. For comparability the counterfactual costs are total costs i.e. inclusive of operation & maintenance and annualised lifecycle replacement costs. The cost savings to the schools over a 30-year Heat Supply Agreement lifetime are £424,000 for Comberton and £137,300 for The Galfrid in Net Present Value terms.

	Comberton Counterfactual	Comberton HSA	Galfrid Counterfactual	Galfrid HSA
Year 1	£114,456	£103,011	£29,520	£26,568
30 year cost NPV	£4.18 million	£3.75 million	£1.37 million	£1.23 million

2.3.2 In addition to the above cost savings, the Heat Supply Agreement benefits the schools by removing their maintenance cost risk, as the Council would be responsible for maintenance of the GSHPs, ground loops etc. Tariffs under the HSA will be indexed with fossil fuel prices, so the schools retain some exposure to price risk. However, the risk that the cost of electricity used to operate the GSHPs increases faster than projected, sits with the Council. Indexing the heat tariff in line with fossil fuel prices also means that the schools receive a consistent annual saving of 10% of the counterfactual cost of their existing fossil fuel heating systems. At the Department for Education's request, the Heat Supply Agreement also shares any significant financial over-performance with the school via a reduction in heat tariffs. This provides the schools with some protection against higher than projected fossil fuel price rises. The Heat Supply Agreement also includes performance penalties that protect the school from costs in the event of a failure of the GSHPs.

2.3.3 As discussed below, the borehole and groundloop array have significant remaining useful lives at the end of the Heat Supply Agreement term if repowered with new GSHPs. The options presented to the schools are a residual payment to purchase the boreholes and groundloops or rolling any unamortised cost over into a new contract with the Council. Residual value payments at the end of the Heat Supply Agreement term are not included in the above comparison as they will be cost-benefit neutral to the school.

2.4 Investment Case for the Projects

2.4.1 Overall finances for the projects are summarised below.

	Comberton Village College	The Galfrid Primary School
Capital Cost (funded by borrowing)	£2,606,820	£751,299 (after £300k capital funding ¹)
Project Payback (years)	32 years	35 years

	Comberton Village College	The Galfrid Primary School
excluding monetised carbon savings		
Project Payback (years) including monetised carbon savings	24 years	26 years
IRR over 30 years excluding monetised carbon savings	-0.87%	-2.18%
NPV excluding monetised carbon savings	£1.15 million	£0.495 million
30-year Carbon savings £ NPV	£1.1 million	£0.381 million
Residual payment at end of 30 years	£388,229 (present value £185,085)	£302,141 (present value £144,044)

¹ Pre-existing Education Capital commitment for plant room refurbishment

- 2.4.2 As noted at the initiation of project development, the projects do not offer a commercial return, but are being pursued for their carbon benefits and learning on commercialisation of the green business model as it is scaled up across other schools and buildings. The project business cases have been weakened by a 49% reduction in RHI support levels since the start of project development in May 2020, and by an increase in capital costs. This results in paybacks exceeding 30 years and negative returns over this period. However, if monetised carbon savings are included in the payback evaluation, the payback is within the 30-year Heat Supply Agreement term and, in the case of Comberton is close to neutral NPV. The business case for The Galfrid is significantly weaker than for Comberton, although over a 30-year Heat Supply Agreement, the business case would be NPV neutral if both the residual payment and the monetised carbon savings were included.
- 2.4.3 The groundloops and boreholes have a longer lifetime (40-60 years) than 30 years. Replacement GSHPs installed in year 21 would also have a remaining 10 years of life at the end of a 30-year Heat Supply Agreement. It is therefore reasonable for the Heat Supply Agreements to include a residual value payment to purchase the equipment at the end of the term of the agreement. The draft Heat Supply Agreement offers the option of rolling any residual value over into a new contract.
- 2.4.4 Residual payments: The value of a residual payment could be calculated in a number of ways. The residual payments included in the above table are calculated on the basis of bringing the (undiscounted cashflow) payback within the term of the Heat Supply Agreement. Much higher values would be needed if the Council required these to bring the projects to zero NPV.
- 2.4.5 Both the residual payment values and a 30-year Heat Supply Agreement term remain to be agreed with the Trusts and Department for Education. We will provide an oral update to the Committee on discussions on these points.
- 2.4.6 Appendix 3 provides the results of sensitivity analysis on: heat tariffs; variations in future fossil fuel and electricity prices; and operation & maintenance costs. A longer Heat Supply Agreement duration has the greatest positive effect on the business cases and slower than projected growth in fossil fuel prices has the greatest negative effect. The Galfrid project shows a greater sensitivity to market price fluctuations than Comberton.

2.5 Renewable Heat Incentive

- 2.5.1 The above payback and IRR figures include RHI revenue. Without this revenue the projects

would not be viable. RHI provides a 19-year revenue stream for each project. In order to secure this funding, the projects will need to submit RHI applications no later than 31st March 2021 including evidence of: planning consent; (at Comberton) a signed lease for the borehole array and an independent audit report confirming that the Council has made a financial investment decision for these projects.

- 2.5.2 Once a fully evidenced RHI application has been submitted, securing this funding will be conditional on the total available RHI budget (£28m) not having been over-subscribed. At the time of writing Ofgem have provisionally allocated £9.4m of this £28m. Construction would also need to complete and the projects commission no later than 31st March 2022 in order to secure RHI funding (see paragraph 4.3 for a discussion of the associated risk).

2.6 Other Dependencies

- 2.6.1 In addition to planning consent and confirmation, via a Tariff Guarantee Notice, that RHI support has been granted, the following steps must be completed before construction costs would be committed:

- Discharge of planning conditions on noise & vibration. These simply require impact assessments to be provided. Neither project has significant impacts in these areas and discharge of planning conditions is not expected to present problems.
- Department for Education approval of the Heat Supply Agreements. We have discussed the agreements and the technical details of the projects with the Department who recognise the value of the projects as exemplars of retrofit decarbonisation solutions. Their primary concern is whether the agreements offer good value for money to the Trusts. Final business cases are being provided to the Department who are seeking formal approval from the Secretary of State and HM Treasury.
- Signature of Heat Supply Agreements by the Trusts. Terms and conditions have been discussed with the Trusts, final costs, duration of agreements and residual payments remain to be agreed.
- Signature of draft construction contracts.

2.7 Construction & Operation

- 2.7.1 Construction contracts with our engineering contractor Bouygues Energies & Services are being drafted. These will be signed if the Committee decide to proceed with the projects. No cost commitments will be entered into until confirmation of RHI funding for these projects has been received.
- 2.7.2 We also propose to call-off a contract for operation and maintenance of the projects from our Framework Agreement with Bouygues to ensure that responsibility for performance of the projects rests clearly with Bouygues. We propose an initial 5-year operation & maintenance contract with an option to renew or contract elsewhere at the end of this term.

3. Alignment with corporate priorities

3.1 A good quality of life for everyone

There are no significant implications for this priority.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

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

- The projects will help schools manage their heating costs by providing certainty overheating costs and reducing heating and maintenance costs slightly. This will in turn reduce pressure on school budgets helping improve educational delivery.
- The projects have the potential to help children at the schools learn about tackling climate change.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

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

- Achieving net zero carbon emissions requires fully decarbonising heating in buildings by 2050. These projects reduce the direct carbon emissions from the heating of the schools by 93% in the case of Comberton and 85% in the case of The Galfrid. Accounting for indirect emissions for the electricity required to operate the heat pumps, the savings in the sites' heating emissions will be:
 - For Comberton: 65% in 2022 increasing to 90% in 2052;
 - For Galfrid: 51% in 2022 increasing to 82% in 2042.
- As such these projects make a significant contribution to decarbonising the sites and act as an exemplar of how this can be achieved on other schools.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in section 2.4. In the event that the Committee decides not to invest in the projects, the £208k development costs would be sunk costs. The agreed development budget was from prudential borrowing over 20 years and would need to be repaid from net income from other projects in the Council's schools energy efficiency programme and using Transformation Funding secured by the Energy Investment Unit in January 2020.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- Project construction will be delivered
- the Refit 3 Framework, call off Contract with Bouygues Energies & Services procured

4.3 Statutory, Legal and Risk Implications

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

- Planning determination for The Galfrid is due on 10th March and for Comberton on 18th March. If planning consent is not secured in March, this will prevent the project from securing RHI funding, and it will not be economically viable. No construction costs will be committed until RHI funding has been confirmed.
- Completing construction and commissioning by 31st March 2022 is challenging (in particular for the larger Comberton project), but deliverable. Construction plans have been prepared with input from experienced GSHP specialists at Bouygues. These plans have completion of works at the end of January with one month for formal handover and a further month's leeway for slippage. Construction contracts include penalties for late delivery to incentivise timely construction, although ultimate risk of missing the RHI commissioning deadline does rest with the Council.
- Covid-19 disruption may lengthen equipment lead times. However, owing to the duration of the borehole drilling programme up to 4 months can be accommodated for equipment leadtime, without delaying completion. Project works do not require access to areas of the school where staff or students are present, only car parks and plant rooms, minimising impacts of pandemic restrictions. The cancellation of exams in summer 2021 due to Covid disruption is potentially helpful for the projects as the start of borehole drilling no longer needs to be held back until after exams.
- In entering into Heat Supply Agreements, the Council will be taking on a contractual responsibility for heat supply, with defined response times and penalties for non-compliance. These are based on industry standard terms. The risks associated with this will be transferred to Bouygues via the Operation & Maintenance contract.
- The business case models revenues from heat sales based on providing the schools with a small percentage saving over the projected counterfactual cost of operating gas or oil heating. The models use oil and gas (and electricity in respect of GSHP running costs) price inflation rates from Government projections. The Heat Supply Agreement adjusts tariffs annually to account for actual oil or gas price inflation. Depending on how actual energy inflation rates compare with projections the Council's revenues could exceed or be lower than those projected. Faster than projected fossil fuel price growth, such as might occur if Government increased carbon levies on heating fuels would increase project revenues.
- The project risk register is attached as Appendix 1.

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

Officers have ensured that local members have been kept informed of these projects during the development stages, with the latest updates identified below:

- Councillor Nieto is aware of the Comberton Project and was involved in facilitating an initial meeting with the Chief Executive of the Cam Academy Trust to kick-start the Comberton project. She has been updated on project progress.
- Councillor Whitehead has been updated on project progress.

4.7 Public Health Implications

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

- There will be a small positive impact in reducing air pollutant emissions as a result of moving away from combustion-based heating to heat pumps.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Positive

Explanation: The GSHPs will reduce school energy consumption and carbon emissions.

4.8.2 Implication 2: Low carbon transport.

Status: Neutral

Explanation: No impact on transport.

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

Status: Neutral

Explanation: No impact on land use

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: Borehole drilling will result in a small amount, non-harmful, arisings. Packaging waste associated with delivery of materials will be managed by supply chain procurement conditions which Bouygues are required to apply via our contract with them.

4.8.5 Implication 5: Water use, availability, and management:

Status: Neutral

Explanation: The projects do not increase hard standing or otherwise affect drainage, neither do the ground loops (which are closed loop) abstract or discharge to groundwater.

4.8.6 Implication 6: Air Pollution.

Status: Positive

Explanation: In principle the reduction in gas and oil consumption reduces production of air pollutants in particular NOx, although the impact on air pollutant concentrations in areas of air quality exceedance will be immeasurably small.

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

Status: Positive

Explanation: The projects will no longer rely on global supply chains for oil and gas providing both cost certainty and supply resilience.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Jonathan Trayer

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

Name of Officer: Gus de Silva

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

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes. An Equality Impact Screening undertaken for the proposals has shown no potential negative impact.

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Simon Cobby

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?

No. Public Health staff are redeployed onto C19 outbreak management and contact tracing and are not able to provide clearance for all Committee papers.

Name of Officer:

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

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

[Commercial & Investment Committee report: Comberton Village College Low Carbon Heat Network and Other School Heat Pump Projects; 22nd May 2020.](#)

[Commercial & Investment Committee Decision Summary: 22nd May 2020.](#)

No	Risk	Category	Impact	Pre-mitigation			Mitigation	Post Mitigation		
				Likelihood	Severity	Risk Score		Likelihood	Severity	Risk Score
1	Ground conditions unsuitable for GSHP boreholes	Development	<ul style="list-style-type: none"> Project not viable Development costs spent up to this point are sunk costs 	3	3	1.8	<ul style="list-style-type: none"> Initial IGP included geological desktop assessment to confirm suitability of ground conditions GSHP design will be based on worst case ground conditions Revise GSHP design to optimise specification and cost based on Thermal Response Tests from first two boreholes drilled during installation works 	3	2	1.2
2	Slow decision making from academy trusts	Financial close	<ul style="list-style-type: none"> Failure to meet 31/03/21 RHI pre-application deadline Project ceases to be financially viable Development costs spent up to this point are sunk costs 	4	3	2.4	<ul style="list-style-type: none"> Trusts agreement to examine GSHP opportunity obtained (Comberton) Met with trust Chief Exec to agree examining project and engaging with ESFA Shared programme timelines, including Trust Decision points, emphasising criticality of meeting RHI deadline Initial business cases shared with Trusts at start of IGP development At start of IGP development request trusts seek Trustee confirmation of their decision criteria Heat Supply Agreement terms shared with Trusts at an early stage 	2	3	1.2
3	Insufficient Bouygues resource to progress to required timescales	Development	<ul style="list-style-type: none"> Failure to meet 31/03/21 RHI pre-application deadline Project ceases to be financially viable Development costs spent up to this point are sunk costs 	3	5	3	<ul style="list-style-type: none"> Graduate engineer with experience on Swaffham Prior heat network project brought in to provide project support GSHP engineer, based in Cambridgeshire, brought in to support team Weekly monitoring of delivery v programme Escalation of any delays/ resource concerns within Bouygues 	1	5	1
4	Lack of GSHP project development experience	All	<ul style="list-style-type: none"> Required tasks are not identified in a timely fashion resulting in failure to meet 31/03/21 RHI pre-application deadline Project ceases to be financially viable Development costs spent up to this point are sunk costs 	3	5	3	<ul style="list-style-type: none"> GSHP project expert, based in Cambridgeshire, brought in to support team Subcontractor expertise from BA Hydro and Infinitas used for GSHP and borehole design 	1	5	1
5	Insufficient EIU resource to progress to required timescales	Development	<ul style="list-style-type: none"> Failure to meet 31/03/21 RHI pre-application deadline Project ceases to be financially viable Development costs spent up to this point are sunk costs 	3	5	3	<ul style="list-style-type: none"> Re-allocate Stanground project to Delivery Manager/Assistant Project Manager Allocate 1 day per week to managing these projects Prioritise GSHP projects over other school projects 	1	5	1
6	Insufficient planning resource to turn around planning decision in standard timescales	Development	<ul style="list-style-type: none"> Failure to meet 31/03/21 RHI pre-application deadline Project ceases to be financially viable Development costs spent up to this point are sunk costs 	5	5	5	<ul style="list-style-type: none"> Agreed with planning that, to expedite pre-planning advice and planning determination, our planning consultant will provide their interpretation with rationale referencing national and local planning policy for planners to confirm or correct Assistant Director Planning regularly reviewing progress Planners preparing Committee Decision papers on a precautionary basis in case decision not delegated 	3	5	3
7	Long term HPA not acceptable to DIE/ESFA	Financial close	<ul style="list-style-type: none"> All GSHP projects cease to be viable Development costs spent up to this point are sunk costs 	3	5	3	<ul style="list-style-type: none"> DIE/ESFA meetings held to discuss draft HPA Necessity for HPAs to enable capital constrained academies to decarbonise heat, in line with BEIS objectives, and benefit to academy of long term certainty over heat pricing emphasised HPAs updated to reflect DIE/ESFA comments Share final business cases with DIE as soon as available 	1	5	1
9	Tariff Guarantee Budget cap reached prior to our Stage 2 pre-application. At the end of June 2020 Government announced that the tariff guarantee allocation for GSHPs would be £1m	Financial close	<ul style="list-style-type: none"> Project ceases to be financially viable Development costs spent up to this point are sunk 	4	5	4	<ul style="list-style-type: none"> Monitor tariff guarantee allocations Engage with BEIS and Ofgem to try and tease out informal insight into expected and actual uptake of tariff guarantees BEIS successfully lobbied to increase budget to £25m (£3.1m of which provisionally allocated as of 11/02/21) 	2	5	2
11	Vibration risk to existing building structures during construction	Construction	<ul style="list-style-type: none"> Challenge/delay to planning application School confites unconnected building condition issue with borehole works 	3	3	1.8	<ul style="list-style-type: none"> Vibration impact assessment procured to assess risk to include in planning application Consider whether to conduct a dilapidations survey ahead of works Take pre & post drilling photos of building 	1	3	0.6
12	Damage to School buildings or infrastructure	Construction	<ul style="list-style-type: none"> Reputational, remedial costs Programme delays, abortive costs Programme delays, cost overruns 	3	3	1.8	<ul style="list-style-type: none"> Use reputable and trusted subcontractors Obtain pre-construction information from school to understand existing infrastructure Conduct sub-terrain surveys to understand any existing pipework, cabling etc below ground Include a provisional cost allowance for remedial works Insurance to cover damage to existing infrastructure 	2	3	1.2
13	Disturbance to community	Construction	<ul style="list-style-type: none"> Reputational damage Potential delays and over-run 	3	2	1.2	<ul style="list-style-type: none"> Construction works and deliveries limited to working hours and Saturday morning only Noise and vibration assessment to BS 5228:2009 will be conducted On-site noise monitoring during construction 	1	2	0.4
14	Damage to trees	Construction	<ul style="list-style-type: none"> Reputational damage Potential delays and over-run 	2	4	1.6	<ul style="list-style-type: none"> Arboricultural Method Statement and Tree Protection Plan will be conducted Any trees removed will be replaced two for one Hydrological Impact Assessment and Preliminary Risk Assessment will be conducted to identify and mitigate any risks to ground water 	1	4	0.8
15	Groundwater contamination	Construction	<ul style="list-style-type: none"> Reputational damage Potential delays and over-run 	2	4	1.6	<ul style="list-style-type: none"> Borehole drilling and ground loop installation programme will follow Environment Agency best practice guidance Hydrological Impact Assessment and Preliminary Risk Assessment will be conducted to identify and mitigate any risks to ground water 	1	4	0.8
16	Groundwater contamination	Operation	<ul style="list-style-type: none"> Reputational damage Financial penalties 	2	4	1.6	<ul style="list-style-type: none"> GSHP will be closed loop with no discharge to ground water in normal operation Ground loop working fluid will use food grade anti-freeze 	1	3	0.6
17	Construction accident	Construction	<ul style="list-style-type: none"> Injury or death Financial penalties Delays Reputational Damage 	2	5	2	<ul style="list-style-type: none"> Ensure effective H&S controls, policies and procedures are in place on site. Adopt BYES Safe Systems of Work, commit appropriate H&S personnel to project. Ensure CDM Principal Designer and Principal Contractor, Designer, Contractor & Worker duties are fully satisfied. 	1	5	1
18	Unavailability of heat or hot water during changeover	Construction	<ul style="list-style-type: none"> Reputational damage 	3	2	1.2	<ul style="list-style-type: none"> Develop phased connection plans for plant rooms at Comberton Back-up boiler capacity available at Galfrid 	2	2	0.8
19	Covid-19	Construction	<ul style="list-style-type: none"> Delays 	3	3	1.8	<ul style="list-style-type: none"> Bouygues and all subcontractors to adhere to CLC Site Operating Procedures Face coverings to be worn on-site by Bouygues and all subcontractors 	1	3	0.6
20	Inadequate supply chain capacity	Construction	<ul style="list-style-type: none"> Delays 	3	3	1.8	<ul style="list-style-type: none"> Establish available capacity in work package tendering 	1	3	0.6
21	Installation fails to meet required quality	Construction	<ul style="list-style-type: none"> Poor performance in operation Reputational damage Rectification costs 	2	3	1.2	<ul style="list-style-type: none"> Quality acceptance tests prior to handover 12 month defects liability period Contractual performance guarantee on energy savings with financial compensation in the event of performance shortfall Bouygues will be contracted for first 5 years operation & maintenance to avoid splitting responsibility for performance in operation 	1	3	0.6
22	Commissioning slips beyond 31/03/22 RHI deadline	Construction	<ul style="list-style-type: none"> Loss of RHI Failure to recover Council investment 	2	5	2	<ul style="list-style-type: none"> Construction programme to allow for 1-2 months leeway between handover and deadline Commissioning can be completed ahead of full handover If necessary cold commission system for RHI application ahead of full commissioning If necessary commission ahead of all borehole and loads being connected 	1	5	1
23	Failure of the system	Operation	<ul style="list-style-type: none"> Loss of heating Reputational damage Penalty payments 	2	2	0.8	<ul style="list-style-type: none"> Multiple GSHP units and thermal buffers to provide redundancy other than at peak Back-up boilers at Galfrid Back to back arrangements in O&M contract to pass financial risks on to contractor 	1	1	0.2
24	Under-performance of system	Operation	<ul style="list-style-type: none"> Increased energy consumption and cost Reduced carbon savings 	2	3	1.2	<ul style="list-style-type: none"> Selection of heat pumps from reputable suppliers with suitable performance warranties Monitoring of operational performance from metered data enabling real time Coefficient of Performance to be reported Contractual performance guarantee on energy savings with financial compensation in the event of performance shortfall Bouygues will be contracted for first 5 years operation & maintenance to avoid splitting responsibility for performance in operation 	1	2	0.4
25	Early lifecycle failure of equipment	Operation	<ul style="list-style-type: none"> Reputational damage Replacement costs Penalty payments Failure to recover Council's investment 	2	4	1.6	<ul style="list-style-type: none"> Select equipment from reputable, financially secure suppliers with suitable warranties Consider taking out extended warranties Put O&M contract in place that ensures manufacturers maintenance schedules are adhered to and transfers penalty risk for downtime 	1	2	0.4
26	Energy price inflation unfavourable relative to business case assumptions			3	3	1.8	<ul style="list-style-type: none"> Review energy suppliers annually for best deals Review energy market opportunities for compensating revenue opportunities e.g. Demand Side Response Services Review operating strategies regularly for performance optimisation opportunities Review funding opportunities for site upgrades that could improve Coefficient of Performance e.g. grant funding for low surface temperature heat emitters etc 	3	2	1.2
27										
28										
29										

Comberton Village College



Fig 1. Comberton (one of two) 486 kW GSHPs

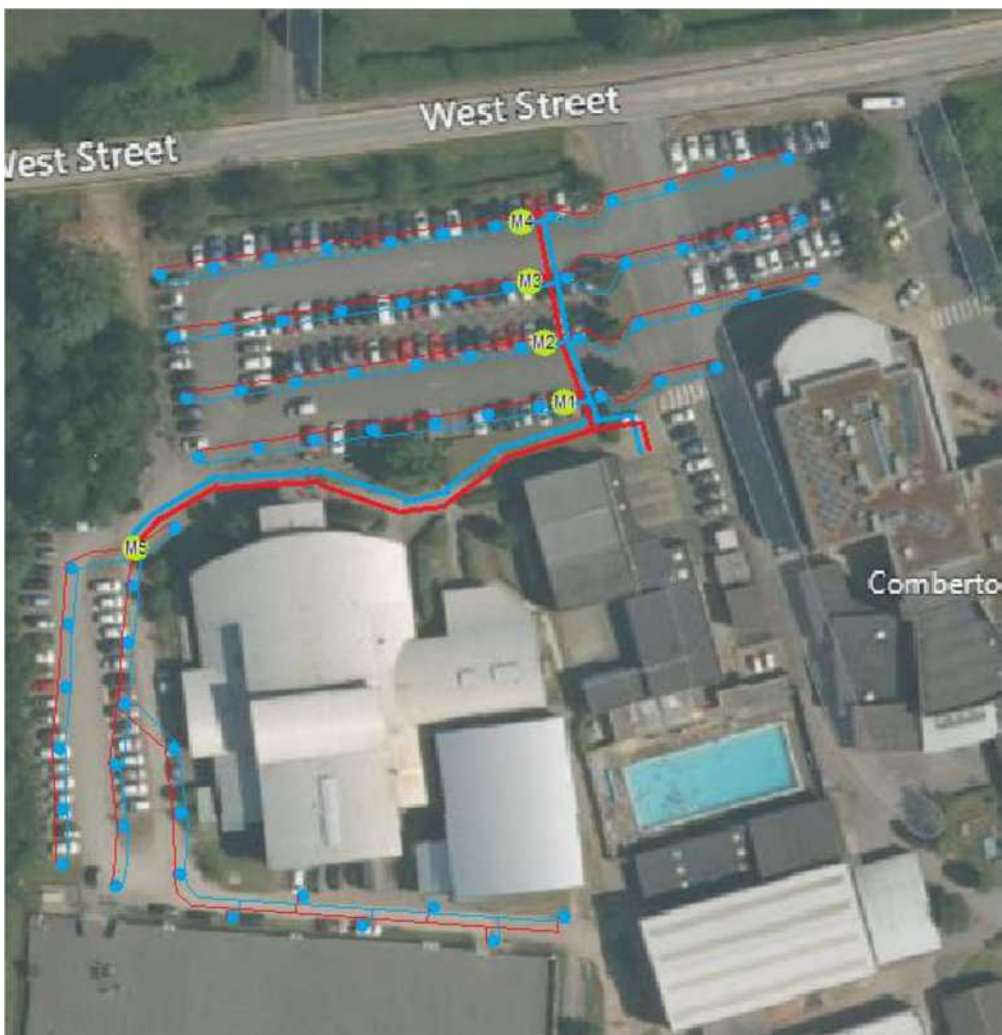


Fig 2. Comberton borehole array of 68 x 200m deep boreholes

Galfrid Primary School

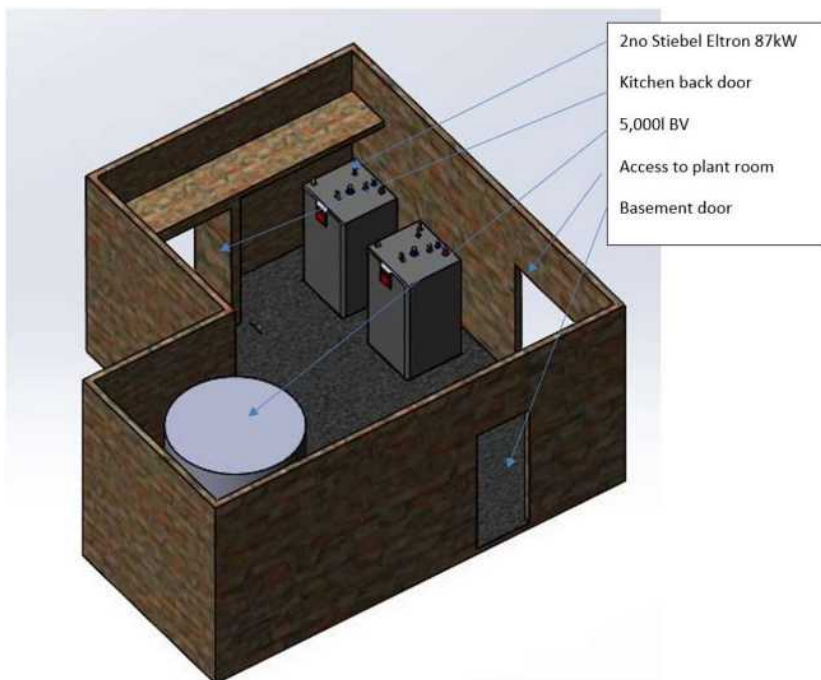


Fig 3. Galfrid plant room layout showing 2 x 87 kW GSHPs and thermal buffer vessel

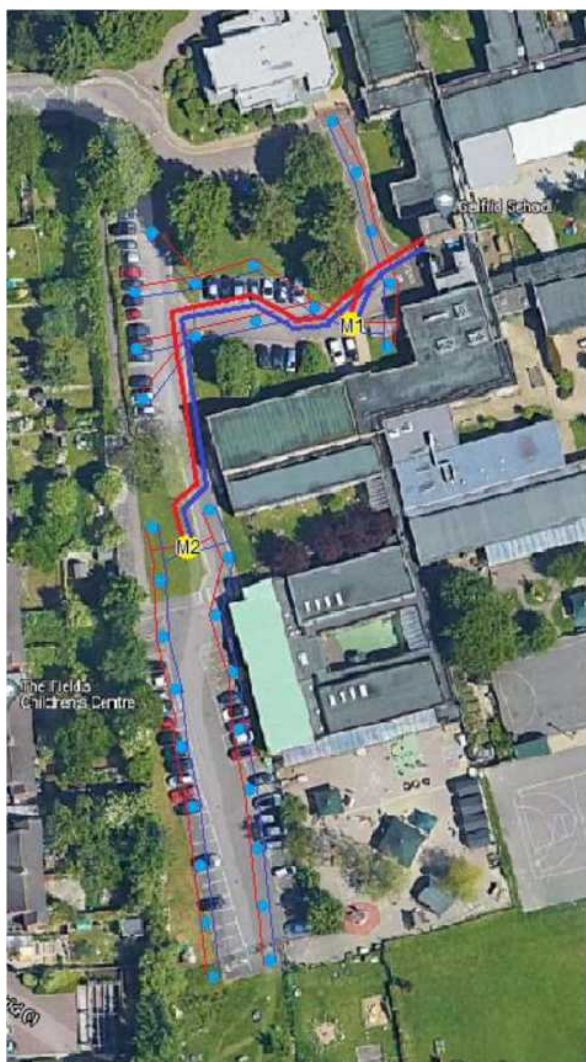


Fig 4. The Galfrid borehole array of 32 x 200m deep boreholes

Appendix 3 – Sensitivity Analysis

- Shading in the tables below represents improvement (G) or worsening (R) relative to the Central Case (30 year HSA, 10% saving to school)

Comberton Village College

	Payback excluding carbon savings	IRR excluding carbon savings	NPV excluding carbon benefits	Saving to Trust over HSA term	Residual Payment
Central case	32 years	-0.87%	‑£1.149 million	£424k	£388k
5% rather than 10% saving to school	30 years	-0.14%	‑£0.941 million	£216k	£67k
35 year HSA	33 years	+0.63%	‑£0.833 million	£521k	None
40 year HSA	33 years	+1.77%	‑£0.418 million	£629k	None
+25% faster growth in oil prices	28 years	+0.92%	‑£0.683 million	£474k	None
-25% (slower) growth in oil prices	38 years	-3.06%	‑£1.559 million	£390k	£1.09 million
+25% faster growth in electricity prices	33 years	-1.42%	‑£1.273 million	£424k	£598k
-25% (slower) growth in electricity prices	31 years	-0.44%	‑£1.038 million	£424k	£203k
+25% annual O&M costs	33 years	-1.37%	‑£1.370 million	£424k	£594k
-25% annual O&M costs	31 years	-0.40%	‑£1.010 million	£424k	£182k

- All parameters are assessed over the HSA term
- Monetised carbon savings and residual payments are excluded from the payback, IRR and NPV calculations
- Residual payment has been re-calculated as a result of the change in input assumptions. The HSA terms do not necessarily allow for re-evaluation of the residual as a result of changing energy tariffs etc

	Payback excluding carbon savings	IRR excluding carbon savings	NPV excluding carbon benefits	Saving to Trust over HSA term	Residual Payment
Central case	35 years	-2.18%	-£495k	£137k	£302k
5% rather than 10% saving to school	33 years	-1.31%	-£426k	£68k	£194k
35 year HSA	36 years	-0.40%	-£404k	£175k	£77k
40 year HSA	36 years	+1.38%	-£216k	£222k	None
+25% faster growth in oil prices	28 years	+0.81%	-£236k	£173k	None
-25% (slower) growth in oil prices	>40 years	-7.07%	-£679k	£111k	£624k
+25% faster growth in electricity prices	38 years	-3.18%	-£555k	£137k	£405k
-25% (slower) growth in electricity prices	33 years	-1.43%	-£441k	£137k	£212k
+25% annual O&M costs	36 years	-2.55%	-£529k	£137k	£350k
-25% annual O&M costs	34 years	-1.60%	-£443k	£137k	£228k

- All parameters are assessed over the HSA term
- Monetised carbon savings and residual payments are excluded from the payback, IRR and NPV calculations
- Residual payment has been re-calculated as a result of the change in input assumptions. The HSA terms do not necessarily allow for re-evaluation of the residual as a result of changing energy tariffs etc

Civic Hub Solar Carports Investment Decision

To: Environment & Sustainability

Meeting Date: 11th March 2021

From: Steve Cox, Executive Director Place & Economy

Electoral division(s): Warboys and the Stukeleys

Key decision: Yes

Forward Plan ref: 2021/029

Outcome: To reduce 720 tonnes of carbon emissions over 30 years and generate 40% of electricity demand on site for the new Civic Hub from renewable energy.

Recommendation: The Committee is asked to:

- a) Agree the investment case for the installation of solar carports at the Civic Hub in Alconbury as set out in paragraph 2.2.1 of the report;
- b) Note the key project risks set out in section 2.3 of the report; and
- c) Delegate authority to the Executive Director of Place and Economy and Chief Financial Officer, in consultation with the Chair of the Environment & Sustainability Committee and the Green Investment Advisory Group, to sign a contract with Bouygues Energies & Services for the construction and operation of the project conditional on a planning approval and the final business case demonstrating a positive Net Present Value.

Officer contact:

Name: Claire Julian-Smith
Post: Programme Manager - Energy, Energy Investment Unit
Email: [Email for Claire Julian-Smith](#)
Tel: 01223 715909

Member contacts:

Names: Councillors Joshua Schumann and Tim Wotherspoon
Post: Chair/Vice-Chair, Environment & Sustainability Committee
Email: [Email for Josh Schumann](#); [Email for Tim Wotherspoon](#)
Tel: 01223 706398 / 01954 252108

1. Background

- 1.1 In May 2019, Cambridgeshire County Council declared a Climate and Environment Emergency and committed to the development of a Climate Change and Environment Strategy (CCES) which was approved at Full Council in May 2020. This strategy includes mitigation of climate change and the use of the Council's assets to generate clean energy.
- 1.2 The design of the Civic Hub includes solar panels on the roof and air source heat pumps to reduce energy usage from grid electricity. Adding the solar carports will increase the volume of electricity generated from low carbon technologies to meet approximately 40% of the onsite electricity demand and support clean energy for the EV chargers. In February 2020 Commercial & Investment Committee agreed a development budget for the solar canopies over the car park to further improve the carbon footprint of the building to offset the use of grid electricity.
- 1.3 A visual of the project is attached as Appendix 1. The project comprises a double-bay carport system, with four rows of solar carports. These rows are positioned on every other cluster of parking bays, resulting in an even distribution across the car park area and following the curved layout design of the car park. The installation of the car ports will be undertaken in a phased approach. It is likely to take 10 weeks to complete the installation, assuming all interface works have been completed in advance. A high-level draft programme is attached as Appendix 2.
- 1.4 The outcome of this decision will be to reduce 720 tonnes of carbon emissions at the new Civic Hub through onsite renewable electricity generation and to deliver this project concurrently with the fit-out phase and early stages of the phased move into the Civic Hub.

2. Main Issues

2.1 Status of Project Development Work

2.1.1 Planning.

A full planning application was submitted in December 2020. Pre-planning application advice was taken, and at the pre-planning enquiry with both Cambridgeshire County Council and Huntingdonshire District Council planning officers, no major challenges or reasons for objection were identified. The outcome of the planning decision is expected in April 2021.

2.1.2 Integrating the design with the main Civic Hub build.

To minimise impact on the Civic Hub build programme and to maximise opportunities to save money on the solar carport project, the integration of the two projects has required careful management. Regular discussions have been held between the contractors for both projects (Bouygues for the solar carports and RG Carter working on the Civic Hub) to identify the opportunities where the projects interface, to deliver key interventions early where necessary and to prevent aborted works which would need to be undone later in the programme. For example, foundations for the solar car ports were dug ahead of the new car park being laid as was the ducting works to enable the solar canopies. In addition,

consideration to external lighting and landscaping design has come ahead of the installation of the solar car ports.

2.1.3 Costs already committed on the project.

In July 2020, Commercial and Investment Committee supported upfront costs for integration works required ahead of an investment decision accepting that these costs were at risk. The foundation, ducting and electrical works have totalled £246,529. The cost for the solar carport groundworks has been higher than for other similar projects currently under development. This is due to particularly challenging ground conditions on site resulting in higher costs, and is an issue also experienced by the main Civic Hub project.

2.1.4 Grid connection.

The project has been designed and scaled to maximise electricity use on site by modelling the forecast electricity demand for the site. This has meant that the grid connection for the Civic Hub has not required an upgrade but a simple witness test.

2.2 Investment Case for the Project

2.2.1 Business case.

A summary of the base business case is set out in Table 1.

Table 1

Construction cost to complete project	-£611,311
Net Present Value of energy savings over 30 years	£811,781
Net Present Value of operating costs over 30 years	-£57,817
Net Present Value of loan interest	-£117,101
Total expected NPV for completing project	£25,552

2.2.2 Net Present Value.

The NPV figures above are based on a discount rate of 4.86%. That's derived from the standard Council methodology, combining the PWLB interest rate for a 30-year loan of 2.05% and predicted inflation of 2.75%. Note that PWLB interest rates have been going up quite sharply since the start of January (from 1.32% to the current 1.78%) and there is a risk that this trend will continue.

2.2.3 Development costs.

Table 1 sets out the expected NPV for completing the project. These figures do not take into account costs already incurred at risk on the project – in particular to provide foundations suitable for the solar carports, as part of the overall Alconbury construction programme. The total costs incurred so far are £347,000. These costs cannot be recovered at this stage, whether or not the project is completed and have therefore been

treated as 'sunk' costs and excluded from the above.

2.2.4 Return on investment.

The project does not offer a commercial return but covers its costs and delivers environmental benefits mostly through carbon avoided from grid electricity.

2.3 Key Risks

2.3.1 Interest rate rises.

As identified in paragraph 2.2.2, PWLB borrowing interest rates have increased recently and it is possible a further rise could take place prior to the project commencing. Each 0.1% increase in the interest rate would reduce the NPV of the project by £15,500.

2.3.2 Lifecycle costs.

The only allowance for lifecycle costs relates to the inverters as the expected lifetime of solar panels and other elements is over 30 years. However, it remains possible there will be a need to make some lifecycle replacements for particular components that are not covered by manufacturers' guarantees.

2.3.3 Electricity prices

BEIS electricity price forecasts have been used in the financial case. Actual savings could be higher or lower depending on the actual levels of future inflation.

2.4 Other Dependencies

2.4.1 In addition to planning consent, the following steps must be completed before construction can commence:

- Any pre-construction planning conditions must be discharged ahead of work starting on site. Efforts are being made to minimise these wherever possible, as this could impact significantly on the construction programme.
- The signing of construction contracts.

2.5 Construction & Operation.

2.5.1 Draft construction contracts for the carport element of the project have been prepared with the Council's energy delivery partner Bouygues Energies & Services. However, these will only be signed on receipt of a planning approval and a final business case that provides a positive NPV.

2.5.2 The installation of the solar carports will be undertaken by Bouygues, the Council's energy delivery partner under the Refit 3 Framework. Under this arrangement a guarantee for the volume of electricity generated by the scheme is applied and is called an energy performance contract

2.6 Alignment with the Civic Hub construction programme

2.6.1 To align with the existing Civic Hub construction programme, this project will start in parallel with the fit-out phase of the Civic Hub. It will be necessary to sign a works contract with Bouygues in the Spring of 2021 to enable the purchase of materials and equipment to start on-site in Summer 2021.

2.6.2 The delegated authority to proceed to contract would be subject to the final business case showing a positive net present value.

3. Alignment with corporate priorities

3.1 A good quality of life for everyone

There are no significant implications for this priority.

3.2 Thriving places for people to live

The ambitions of the Council to support the development of clean energy projects will reduce carbon emissions and help mitigate the impact of climate change on our communities. The solar carport will enhance the environmental performance of the Civic Hub as a flagship building.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

The project will reduce carbon emissions by 720 tonnes over 30 years, reducing the carbon footprint of the Civic Hub site and increasing the level of on-site renewable energy.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in section 2.2.3. In the event that the Committee decides not to invest in the project, the £347,000 sunk development costs (including the substructure works and other costs incurred during the development of the Investment Grade Proposal) would not be recovered from and must be paid through revenues. There are also staff resourcing costs for property and other services, integrating this work with the Civic Hub build.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The installation of the foundations and other enabling works have been undertaken by R G Carter under a variation to the existing contract for the Civic Hub. The costs have been validated by Faithful and Gould cost managers. The construction of the solar carport aspect

of the project will be delivered under the Council's existing Refit 3 Framework contract with Bouygues Energies & Services.

4.3 Statutory, Legal and Risk Implications

Planning determination for the project is expected mid-April. If planning consent is not secured, this will prevent the construction of the project starting on site, as planned. The solar carport project can be delivered more cost effectively by dovetailing with the Civic Hub programme. It also minimises disruption to site users moving into the office and maximises availability of the car park.

Covid-19 disruption may lengthen equipment lead times. To manage this, Bouygues are exploring options to combining the procurement of the solar modules with other projects to maximise the timeframe for availability and achieve economies of scale.

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

Regular updates to the Civic Hub Project Board have been provided to ensure Councillors are briefed on progress and an overview of the scope of the was provided to each of the local Parish Councils close to Alconbury.

4.7 Public Health Implications

There are no significant implications.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Positive

Explanation: The scheme represents further investment into generating clean electricity to offset the usage of grid electricity, acting to decarbonise the national grid and enhancing the Civic Hub as a flagship building.

4.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: A proportion of the electricity generated by the solar carports will be used to charge electric vehicles (EVs) on site offsetting the use of grid electricity.

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

Status: Positive

Explanation: Soft landscaping is included within the scope of the project, which includes a shade tolerant planting mix beneath the solar car ports.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: No impact on waste management or tackling plastic pollution.

4.8.5 Implication 5: Water use, availability and management.

Status: Neutral

Explanation: No impact on water use, availability, or management. The potential impact on drainage has been mitigated through integration works to the Civic Hub.

4.8.6 Implication 6: Air Pollution.

Status: Positive

Explanation: The project will be generating clean energy which offsets grid-supplied electricity, the majority of which is produced by burning fossil fuels. In principle the reduction in gas and oil consumption reduces production of air pollutants in particular NOx.

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

Status: Positive

Explanation: The project increases the volume of electricity generated from renewable energy technology, thereby reducing reliance on grid infrastructure.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Gus de Silva

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

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Simon Cobby

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 or No

Name of Officer: Kate Parker

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

Yes

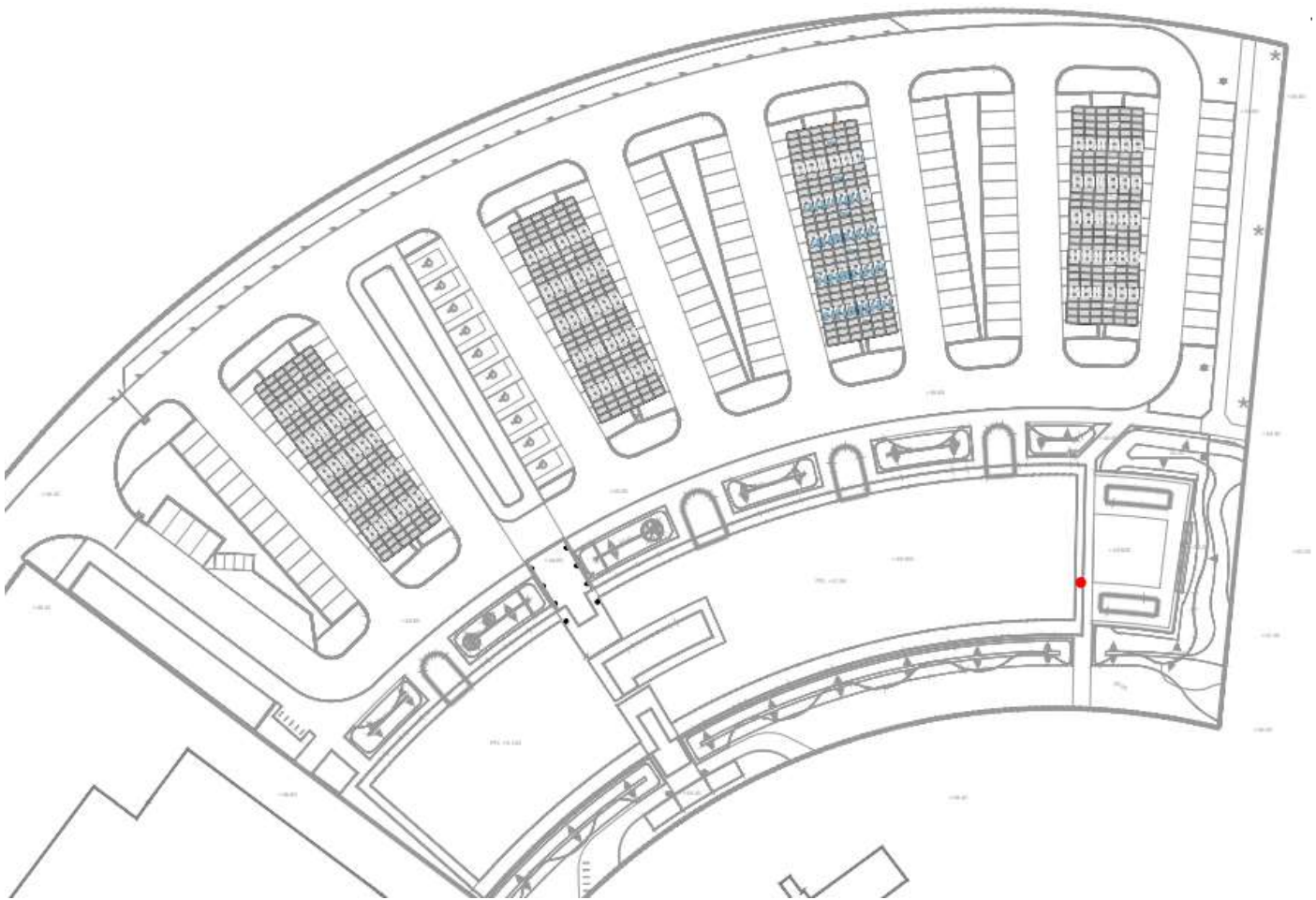
Name of Officer: Emily Bolton

5. Source documents guidance

[Outline business case and request for a development budget, Commercial and Investment Committee Report, February 2020](#)

[Integration works with the Civic Hub required, Environment and Sustainability Committee paper, July 2020](#)

Appendix 1: Solar carport layout:



Appendix 2: High-level (draft) Programme:

Activities	01/03/2021	08/03/2021	15/03/2021	22/03/2021	29/03/2021	05/04/2021	12/04/2021	19/04/2021	26/04/2021	03/05/2021	10/05/2021	17/05/2021	24/05/2021	31/05/2021	07/06/2021	14/06/2021	21/06/2021	28/06/2021	05/07/2021	12/07/2021	19/07/2021	26/07/2021	02/08/2021	09/08/2021	16/08/2021	23/08/2021	30/08/2021	06/09/2021	13/09/2021	20/09/2021
Pre-Contract																														
IGP Finalisation																														
IGP Review & Revisions																														
E&S Committee																														
Approvals																														
Contract Finalisation																														
Contract Sign-off																														
Planning Determination																														
Pre-Construction																														
Pre-construction Conditions Discharge																														
Off-Site Mobilisation																														
Pre-construction Design																														
Long-Lead Equipment Order																														
Construction Phase																														
Possession of Site*																														
On-Site Mobilisation																														
Construction																														
Stage 1 Commissioning																														
Demobilisation																														
Commissioning / Handover																														
Snagging / Latent Defects																														
G99 Witness Test																														
Stage 2 Commissioning																														
Soft Landscaping																														
Works Completion																														

* Subject to completion / handover of main Civic Hub build

Babraham Road Park and Ride Smart Energy Grid Investment Decision

To: Environment and Sustainability Committee

Meeting Date: 11 March 2021

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): Great Shelford

Forward Plan ref: 2021/009

Key decision: Yes

Outcome: 7300 tonnes of carbon emissions reductions up to 2050 plus the generation of local renewable energy to supply EV charging infrastructure at the park and ride and the excess to local consumers.

Recommendation: The Environment and Sustainability Committee is asked to:

- a) Note progress with the project;
- b) Approve the investment case for the Babraham Rd Park and Ride Smart Energy Grid project as set out in section 3 of the report; and
- c) Delegate a final decision as set out in paragraph 7.3 of the report, to enter into a construction contract with Bouygues E&S Solutions to Executive Director of Place and Economy and Chief Finance Officer, in consultation with the Chairman of Environment and Sustainability Committee and the Green Investment Advisory Group.

Officer contact:

Name: Sheryl French
Post: Programme Director, Climate Change and Energy Investment
Email: Sheryl.french@cambridgeshire.gov.uk
Tel: 01223 728552

Member contacts:

Names: Councillors Joshua Schumann and Tim Wotherspoon
Post: Chair/Vice-Chair
Email: Joshua.Schumann@cambridgeshire.gov.uk / Timothy.Wotherspoon@cambridgeshire.gov.uk
Tel: 07841 524007 / 01954 252108

1. Background

- 1.1 In May 2019, Cambridgeshire County Council declared a Climate and Environment Emergency. During 2020 the Council set a corporate objective to deliver net zero carbon emissions for Cambridgeshire by 2050 and published its Climate Change and Environment Strategy (CCES) approved at Full Council in May 2020. The strategy includes measures to mitigate climate change and puts the use of the Council's assets to generate clean energy at its core.
- 1.2 The Council adopted its Commercial Strategy in March 2019, with a vision to use its assets, skills and position to develop a range of commercial activities to generate significant levels of new income to deliver financial and social returns. Together, the CCES and Commercial Strategy can support the development of a green economic recovery.
- 1.3 The Council's current energy investment portfolio generates a minimum of £350,000 net income each year via a 12 MW solar park at Triangle Farm, Soham. This has been generating clean energy since 2017. Building on this success, the Council committed to develop a pipeline of larger clean energy projects for commercial and place making benefits. For example, in December 2020, Commercial and Investment (C&I) Committee approved the construction of the North Angle Solar Farm, which is expected to deliver benefit of around a further £300,000 per annum.
- 1.5 The Babraham Smart Energy Grid is to be located at the Babraham Road Park and Ride (BRPR) (see Appendix 1). Phase 1 of the project comprises 5,210 solar modules mounted on solar carports which will generate the equivalent electricity as used by 740 households annually and prevent 7,300 tonnes of CO₂ emissions over the 30 year lifetime of the project. It also includes EV charging infrastructure and a private wire to supply electricity to a local customer.
- 1.6 The intention is to move to a phase 2 commercialisation for the site over time when market conditions shift to encourage more battery storage and the park and ride site can be developed to cater for a wider range of transport services including e-scooters, electrified light freight which will drive requirements for other facilities on site. For the moment, this report focuses on phase 1. Computer generated images are included in Appendix 2.
- 1.7 The project development budget for BRPR totalled £615,000. The budget has covered all project development costs including the requirement for an Environmental Impact Assessment, planning permission, development of Power Purchase Agreement, and the investment grade proposal. To date, £454,000 of the £615,000 approved development budget has been committed.
- 1.9 The outcome of phase 1 Babraham Park and Ride Smart Energy Grid is 7,300 tonnes of carbon emissions reduction through renewable energy generated from solar panels, up to 80 EV chargers installed at the park and ride and a private wire installation to sell excess electricity. The report is seeking approval of the phase 1 investment case and delegated approval to agree works contracts for the project including the cable route, finalise the Power Purchase Agreement and start construction in Spring/Summer 2021.

2. Update on Major Work Areas

- 2.1 Power Purchase Agreement. Discussions have been ongoing with a Power Purchase Agreement (PPA) customer to purchase excess power not used by the EV charging on site. The customer is able to accept all electricity generated and has assured us of a long tenancy. They have signed a Memorandum of Understanding and provided a Letter of Authority which allowed the Project Team to apply for a grid connection via their site.
- 2.2 Subsequently, the two parties have negotiated draft Heads of Terms and Power Purchase Agreement. The terms of the agreement mean that the customer is not obligated to accept the energy nor is the Council obligated to provide it. However, the terms of agreement are such that there is little reason, irrespective of the future of energy prices, that the customer would not accept all the energy on offer.
- 2.3 In addition to purchasing electricity from the park and ride smart energy grid, the agreement also allows the smart energy grid to import electricity from the customer at times of insufficient solar generation or when necessary maintenance is needed to keep the site operating. Discussions have been held between technical teams to ensure the connection of the private wire on the customer site can be delivered safely and with the least disruption. This two-way supply of electricity is necessary as the park and ride will have to sever its connection to the national grid once the smart energy grid is active.
- 2.4 To supply electricity to the customer, a private wire needs to be laid to physically connect the Babraham park and ride to the customer site. The cabling will be buried on the north side of Babraham Rd (A1307) coinciding with cycleway improvement works planned by Greater Cambridge Partnership (GCP). The location was subject to lengthy negotiations. As the cable will be laid primarily on the Council's Highways land, LGSS Legal advises that it will fall under Prior Approval and planning approval is not required. See Appendix 3 for the preferred path of the private wire.
- 2.5 Planning application.
- 2.6 Planning permission for phase 1 at the park and ride was granted in September 2020. The planning permission also covers phase 2 of the project, to build a 10MW battery storage facility when the market picks up. One objection from the County Ecologist, concerning biodiversity net gain, was resolved.
- 2.7 Construction contract and Operations and Maintenance.
- 2.8 LGSS Law have started drafting the Works Optimisation Services (WOS) contract to support the eventual construction of the scheme. The WOS is based on JCT Design and Build 2016.
- 2.9 Three documents comprise the WOS contract including the JCT contract, the Schedule of Amendments and the Contract Particulars. These will need to be finalised along with the Works Special Conditions once the Investment Grade Proposal is finalised.
- 2.10 An Operations and Maintenance contract will also be drafted and negotiated prior to construction.

- 2.11 Supportive works.
- 2.12 Additional car parking. Pre-COVID 19, the park and ride was nearing capacity. Areas of the site will need to be closed off during construction of the smart energy grid to assure car park user safety. Therefore, the need for additional car parking spaces was identified early in project development.
- 2.13 Greater Cambridge Partnership are leading on a project to add 160 more car parking spaces to the area to the north of the bus entrance. The planning application for those works was expected to be submitted in December 2020, however it was delayed pending a discussion at the March 2021 GCP Executive Board. Their design incorporates enabling works to allow for a future phase when solar carports are added to this new area of car parking.
- 2.14 At present, during Covid-19, the car park is significantly underutilised with about 250 cars using the site per day. Therefore, the current scheme does not rely on the additional car parking spaces being constructed prior to work starting on the smart energy grid. Car park usage is expected to increase as COVID 19 restrictions are lifted.
- 2.15 Intrusive works to inform the design of the carports were conducted in September 2020, this consisted of digging boreholes to determine ground conditions and its ability to support the weight of the carports. Separately, investigations were conducted for on-site drainage to inform the siting of carport foundations.
- 2.16 In addition, a ground penetrating radar study of the path of the private wire was performed to identify hazards from buried services. Additional investigations are required due to a shift in the location of the cable route.

3. Investment Proposal

- 3.1 Changes since the last approach to Committee.
- 3.2 Previously, a budget of £11.4M was requested in order to allow for up to 10 MW of battery energy storage to be installed alongside the solar carport scheme. At that time, the expected revenues were significantly higher and more certain. Through discussions on the business case, the battery storage element has been shifted into a phase 2 for the project, due to the present instability of revenues in the battery storage market. Therefore current costs of the phase 1 element of the project is £6.2M, including all development cost. The values in Table 1 exclude sunk costs.
- 3.3 The PPA customer has agreed to provide the minimum amount of electricity required to keep the site operating during times of low solar generation.
- 3.4 The Project Team have worked hard to reduce costs on phase1. There are still some potential savings being investigating in the lead up to Committee around the costs of the cabling to connect the site to the PPA customer.
- 3.5 One of the largest savings is from reducing the number of carports on the section closest to the car park user entrance. This is the least productive section due to the orientation of the modules. The availability of higher efficiency solar modules allows for the retention of much

of the capacity on a smaller footprint. This both directly reduces the costs of construction and could shorten the programme, allowing the full site to reopen sooner.

- 3.6 To maximise savings on the cost of solar modules, the same modules¹ are intended to be purchased for the North Angle Solar Farm, Babraham and St Ives Park and Rides and the Alconbury solar carports projects which are all anticipated to enter into construction in the first half of 2021.
- 3.7 Accounting for the cost of carbon.
- 3.8 In October 2020, the Environment and Sustainability Committee approved a paper on Valuing Carbon. This proposed that all Council business cases include the notional value of carbon to sit alongside and inform investment decisions. A summary of the base business case is set out in Table 1. The carbon value of the savings is taken from the government Green Book, which sets out recommended price assumptions for project appraisal.

Table 1: Base business case, February 2021 (based on expected generation)

Excl. carbon	Incl. carbon	
£5,795,386	£5,795,386	Capital Cost to complete project
£6,249,790	£6,249,790	Total Capital Cost
£14,326,370	£14,996,779	Net Operating Revenue over 30 years
£6,796,317	£7,466,726	Net Cash Flow after loan costs
4.70%	5.23%	30yr Internal Rate of Return
18.98	17.88	Payback Period (years)
£104,286	£544,082	Net Present Value @ 30th Year
7,293	7,293	Tonnes Avoided Over 30 Year Life
291.70	291.70	Average Annual Carbon Saving
~36	~36	Total Household Carbon Footprint
70GWh	70GWh	Generated over 30 years
~743	~743	Households equivalent
~936	~936	Electric Vehicle trips around earth

- 3.9 The above financial returns are not as favourable as the North Angle Solar Farm due to the much smaller size of this scheme and the additional fixed costs of building carports over ground-mounted solar modules. Operations and maintenance costs over the 30 year life are accounted for in the above table.
- 3.10 The above financial figures are after excluding £454,000 of development costs already incurred. The reason for excluding these 'sunk costs' is that stopping the scheme at this point would not allow costs already incurred to be recovered. The business case shows the expected level of return from this point if the project were continued.

¹ At the time of writing, the preferred module is 500W 72-cell mono-PERC.

- 3.11 The value of carbon in the business case uses government projections of future carbon prices. There are a range of methods that have historically been used to value carbon, as set out in the report to E&S Committee in October 2020. The value shown in this business case is the non-traded price for carbon, as it is not currently intended to sell carbon savings. Note however that, irrespective of the assumptions used in the business case now, the future price for carbon will depend on future political actions by the UK and other governments. This could lead to the carbon savings created through this project having real cash value. For example, should a local carbon offset scheme be developed, the County Council could consider selling this benefit rather than retain it as part of its own progress towards net-zero carbon.
- 3.12 A sensitivity analysis on the assumptions has been performed on the base business case. Some of the more significant risks and opportunities associated with this are highlighted below.

4. Material Risks and opportunities to the Business Case

A risk register for the project is included in Appendix 5

- 4.1 Wider commercial risks – outside our control
- 4.2 The BRPR project will be connected to the customer and the default position will be to sell electricity at a small discount to their commercial tariff for electricity. The ability to predict the tariff over the project lifetime has been a recurrent issue for investment projects in the renewable energy sector and there has been considerable variation in prices over the last few years.
- 4.3 The business case uses actual tariffs paid by the PPA customer for the price paid to supply the smart energy grid, electricity purchased by the PPA customer will be at a small discount. Electricity prices have traditionally increased over time, however the energy market is going through significant change as it decarbonises which may cause fluctuations. Table 2 shows the impact should there be a 5% decrease in the PPA customer's commercial tariff.

Table 2 – Sensitivity to 5% lower commercial energy price

	Base Case	Sensitivity Case
IRR	5.23%	4.92%
Average Annual Cashflow	£499,893	£483,723
NPV	£544,082	£280,413
Payback (years)	17.9	18.5

- 4.4 Table 3 demonstrates the impact on the business case should the actual energy production just meet the guaranteed level and not the predicted generation level.

Table 3 – Sensitivity to lower energy production at just the guaranteed level (97%)

	Base Case	Sensitivity Case
IRR	5.23%	4.95%
Average Annual Cashflow	£499,893	£484,068
NPV	£544,082	£305,521

Payback (years)	17.9	18.4
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- 4.5 The business case assumes an interest rate of 1.78%. This takes account of the availability of the Local Infrastructure Rate available for this project, which provides a discount from the normal PWLB rate of 0.2%. PWLB interest rates have risen sharply since the start of January 2021, when the equivalent rate was 1.12%. This has had a major impact on the expected profitability of the project, reducing the expected NPV by about £1.1m. The table below shows the impact if there were a further 0.2% increase in the rate.

Table 4 – Sensitivity to 0.2% increase in interest rate

	Base Case	Sensitivity Case
IRR	5.23%	5.07%
Average Annual Cashflow	£499,893	£499,893
NPV	£544,082	£232,290
Payback (years)	17.9	18.2

- 4.6 The solar modules are the single largest cost for the project, as was the case with the North Angle Solar Farm project. In late 2020, China (a major manufacturer of solar modules) announced an increase in glass production tariffs which has a material impact on the cost of modules. In addition, China has recently been subject to flooding, which has delayed production and subsequent increased cost due to shortages.
- 4.7 The cost increase was compensated for by an increase in generation capacity per module through the specification of the newer, more productive module.
- 4.8 The project includes not just supplying electricity to the PPA customer, but also supplying Electric Vehicle (EV) charges located on the site. The rate charged for these is expected to be slightly higher than the rate charged to the PPA customer and hence the business case improves with higher take-up of EV charging.
- 4.9 There are currently 4 EV chargers on site at present and pre-pandemic data shows they were well-used. To support the decarbonisation of transport and the expected phase-out of diesel and petrol vehicles, this scheme will add 20 new EV chargers at the start and ramp up to a maximum of 80 should demand support the expansion.
- 4.10 While the global pandemic has caused a major shift in working and schooling from home, a return to some level of normality is expected. In addition, the park and ride is heavily used by staff at the biomedical campus which have jobs that are not easily done remotely. The table below shows the impact if take-up were at 80% of the expected level.

Table 5 – Sensitivity to 20% decrease in expected take-up of electric vehicle chargers

	Base Case	Sensitivity Case
IRR	5.23%	4.97%
Average Annual Cashflow	£499,893	£482,088
NPV	£544,082	£324,202
Payback (years)	17.9	18.2

4.11 Project delivery risks

- 4.12 The path of the private wire to supply electricity to the PPA is as described in Appendix 3. The proposed cable route is beneath the existing cycleway which is identified for widening works in May or June. Discussions are still occurring between Greater Cambridge Partnership, the Project Team and an Independent Connection Provider (ICP) and therefore the final costs for the route are not fully costed, however costs are expected to decrease.
- 4.13 The Council remains exposed until we contract with Bouygues to changes in some of the capital costs, for instance the solar modules. Current experience suggests there are some supply problems in China and it is possible that module prices may rise in future. There is also an additional exchange rate risk. Table 6 below shows the impact on the project financials from an increase of £300,000 or a 60% increase in the estimated cost of laying the private wire.

Table 6 – Sensitivity to an increase in capital costs of £300,000

	Base Case	Sensitivity Case
IRR	5.23%	4.80%
Average Annual Cashflow	£499,893	£499,893
NPV	£544,082	£186,666
Payback (years)	17.9	18.6

5. Community Engagement and benefits to the local community

- 5.1 Community Engagement –Starting in 2018, a number of public engagement events were held at the park and ride, Great Shelford Memorial Hall and for the Great Shelford Parish Council to inform and answer questions.
- 5.2 In 2020, Peterborough Environment City Trust (PECT) were appointed to provide community engagement support for the project. Their objective was to seek the views of local residents, commuters, nearby businesses and other stakeholders.
- 5.3 PECT were contracted to hold various types of consultation events and community events across the local area. However due to the arrival of the COVID-19 pandemic in Spring 2020 these events were cancelled and alternative digital communication methods were used to reach a wide audience instead.
- 5.4 Two webinars were held during April and May 2020. The sessions were hosted by members of the project team - MLEI, Bouygues and PECT - and included a background and overview of the proposed project, its benefits, and proposed timelines. Participants were encouraged to ask questions during a Q&A session, which were then answered live

by members of the team. Recordings of the presentations were shared on social media, for anyone who was unable to attend the event.

- 5.5 The online events were promoted as part of a wider social media campaign by project partners, and the key geographic area was targeted through paid advertising. Posts were kept engaging with a mixture of informative messages, animated videos, recordings of online events, photographs and digital posters, images are shown in Appendix 4. During a one-month period (April-May 2020) PECT's Facebook page had an overall post reach of 79,958 and a post engagement of 6,164.

6. Impact of not proceeding with the project

- 6.1 The Council could decide to delay investment or not to invest in the project. If a delay is proposed, there could be problems identifying the cable route as the option to integrate with the GCP cycle way widening will be missed and there is a risk that the cost of the solar modules will increase, as the project is currently included in a bulk purchase of the solar modules to keep costs low.
- 6.2 Securing the planning permissions has already added value to the site. However, if the project is cancelled the development costs will need to be funded from revenues and offset against the added value of the site. These costs amount to approximately £304,000 of external costs and £150,000 of internal staff costs. Any additional residual costs would need to be offset against the energy investment programme revenues.
- 6.3 If the choice is to delay, by virtue of having secured planning permission and having laid the private wire, the project could be ready to proceed quickly should the economics change or incentives be offered. However, any decision to delay could result in an increase in the cost to combat climate change as overall climate liabilities build.
- 6.3 Should the decision be to proceed, there is the possibility of future revenue streams from adding battery energy storage back into the scheme as a phase 2, as well as electric bus and cycle charging as part of the sites wider commercialisation.

7. Proposed delegation arrangements

- 7.1 To align with the existing construction programme, which is targeting a summer build (during 2021), it will be necessary to sign a works contract with Bouygues during April 2021 to enable the purchase of materials and equipment This is set out in the recommendations.
- 7.2 The overall final costs for the project, including those of the solar panels, will be given by Bouygues immediately ahead of signing the contract. The decision to proceed to contract would be subject to the Net Present Value of the final business case remaining positive including the value of carbon but excluding sunk costs. Signing the contract will then allow Bouygues to buy the panels and key components of the scheme at a known price.

8. Alignment with corporate priorities

8.1 A good quality of life for everyone

Any revenues derived from the scheme would be used to support key Council services, supporting a good quality of life for residents.

8.2 Thriving places for people to live

There are no significant implications for this priority.

8.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

8.4 Net-zero carbon emissions for Cambridgeshire by 2050

It is estimated that the project would prevent the emission of more than 7,300 tonnes of CO₂ over the lifetime of the project through offsetting fossil-fuel electricity generation.

9. Significant Implications

9.1 Resource Implications

The committed funds to date on the development budget is £450,000. The costs for County Council staff involvement to deliver the project are included in the project development budget. Future costs for staff to manage the ongoing project are included in the business case.

9.2 Procurement/Contractual/Council Contract Procedure Rules Implications

Bouygues Energies & Services were procured under a mini-competition run under the Refit 3 Framework. There are no significant implications arising from this procurement or the proposed contractual arrangements.

9.3 Statutory, Legal and Risk Implications

9.3.1 The County Council has a corporate objective to deliver net zero carbon emissions for Cambridgeshire by 2050 and this project supports the Council to deliver this objective.

9.3.2 Planning permission has been obtained from the County Council under Regulation 3 of the Town and Country Planning Act (General Regulations) 1992 as a project it intends to develop itself and legal advice confirms that the Council is able to implement this without the need to set up a company.

9.4 Equality and Diversity Implications

There are no significant implications.

9.5 Engagement and Communications Implications

There are no significant implications. See section 5 for activities to date.

9.6 Localism and Local Member Involvement

The site sits within both Cambridge City and South Cambridgeshire jurisdictions. Both authorities' Local Plans support decarbonising electricity generation.

Several presentations were given to the Local Parish Councils surrounding the site starting in 2018 and into late 2019. In person presentations were replaced with webinars once lockdown restrictions were imposed.

9.7 Public Health Implications

There are only positive implications. This renewable energy project will generate electricity from the sun, preventing the emission of over 7,300 tonnes of CO₂ over the lifetime of the project, as well as providing zero-carbon electricity to power electric vehicles offsetting petrol or diesel.

9.8 Environment and Climate Change Implications on Priority Areas:

9.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive Status

Explanation: The project is replacing most of the grid-supplied energy powering the site with clean energy and helping to decarbonise a portion of the electricity provided to the PPA customer.

9.8.2 Implication 2: Low carbon transport.

Positive Status

Explanation: As part of the project, additional electric vehicle chargers will be installed and powered by local clean electricity generated on site, supporting low carbon transport.

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

Positive Status

Explanation: As a condition of receiving planning permission, the project will demonstrate biodiversity net gain.

9.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status

Explanation: A waste management plan is developed to manage the impact of waste.

9.8.5 Implication 5: Water use, availability and management:

Neutral Status

Explanation: No impact on water use, availability or management.

9.8.6 Implication 6: Air Pollution.

Positive Status

Explanation: The project will be generating clean energy which offsets grid-supplied electricity which the majority is produced by burning fossil fuels. A component of the project will be to install additional electric vehicle chargers which will offset petrol-fueled miles.

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

Positive Status

Explanation: Locally generated electricity and infrastructure builds resilience in the local energy system.

Officer Clearance

Have the resource implications been cleared by Finance?

Yes

Name of Financial Officer: Justine Hartley

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

Yes

Name of Officer: Gus de Silva

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

Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Simon Cobby

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?

Due to COVID 19 response, Public Health is unable to review Committee papers at the moment.

Name of Officer:

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

Yes

Name of Officer: Emily Bolton

Source documents

[Trumpington and Babraham Outline Business Cases – May 2018 C&I Committee](#)

[Babraham Smart Energy Grid — Investment Grade Proposal Stage 1 Update, 21 June 2019 Commercial and Investment Committee meeting](#)

[Approval for Grid Connection down payments for energy Investment Projects, 18 October 2019 Commercial and Investment Committee meeting](#)

[Babraham Smart Energy Grid – Options Appraisal, 22 November 2019, Commercial and Investment Committee meeting](#)

[Carbon Valuation, 15 October 2020, Environment and Sustainability Committee meeting](#)

Appendix 1 – Site location

A map showing the proposed area for the development of a smart energy grid on the County owned Babraham Rd park and ride.

Site Location Plan
Park & Ride Site, Babraham Road, Cambridge



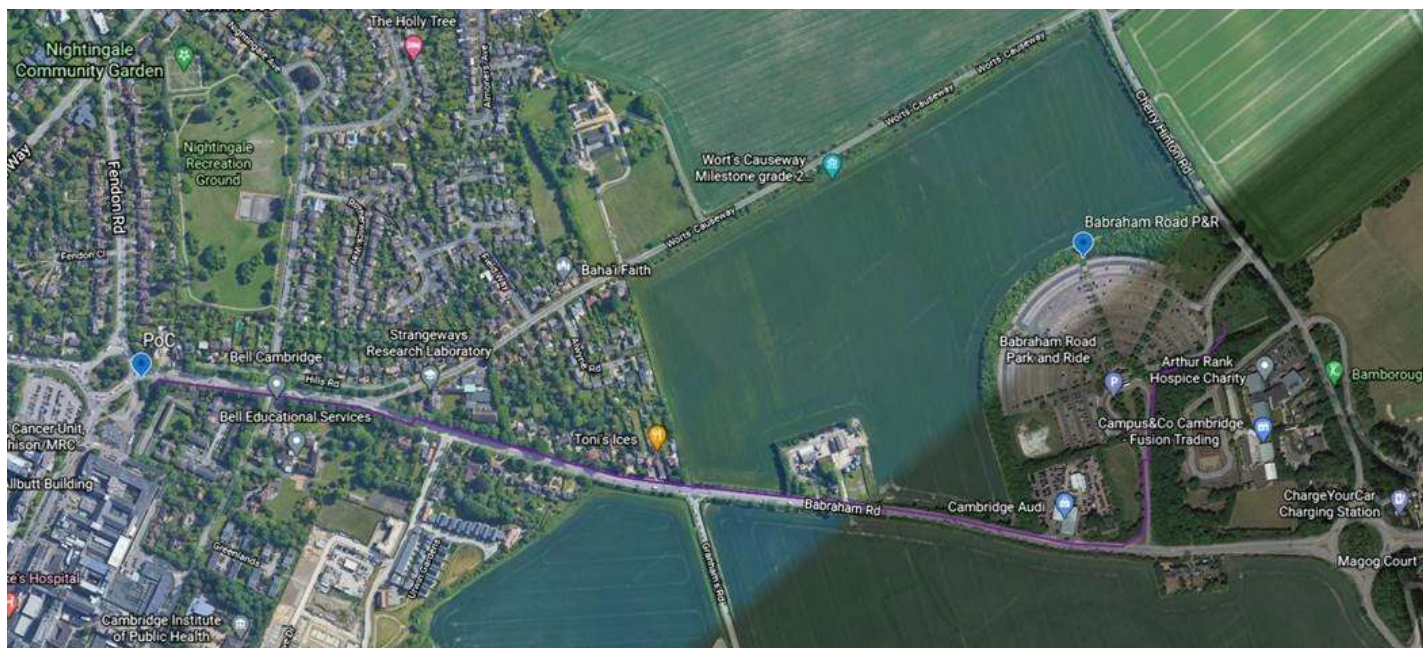
Scale 1:2,500 @ A3 Site Boundary ———

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Appendix 2 – Computer Generated Images of the finished project




Appendix 3: Path of the private wire




Appendix 4: Community Engagement

Example Facebook and LinkedIn posts:



[Home](#) [My Network](#) [Jobs](#) [Messaging](#)



Cambridgeshire County Council
6,067 followers
View full profile

Cambridgeshire County Council
6,067 followers
1w

Have you heard about the Babraham Park & Ride Smart Energy Grid? Come along to find out more on Tuesday 19 November to Great Shelford Memorial Hall from 7.30pm-9pm. Meet the team behind the project who will be available along with [Bouygues Energies & Services \(UK\)](#) to discuss the project and answer questions: <https://lnkd.in/dSAvxkc>.

BABRAHAM PARK AND RIDE SMART ENERGY GRID: PUBLIC PRESENTATION

The project will install carports above the car parking sections, to which solar panels will be fitted. These panels will generate renewable electricity - powering not only the site, but also electric vehicle charging points and local businesses in the years to come. The clean energy will also generate revenue for crucial frontline services. A planning application will be submitted in late 2019.

Construction is expected to start in early 2021 and will take up to one year to complete. The carpark will remain open, with construction work being carefully coordinated to minimise the impact on users of the site.

The team behind the Babraham Park & Ride Smart Energy Grid will be in Great Shelford to discuss the project and answer questions.





Image courtesy of Bouygues Energies & Services


Cambridgeshire County Council

Developed with




WHEN
Tuesday 19 November
7.30pm-9pm

WHERE
Great Shelford Memorial Hall
Woolards Lane
Great Shelford
CB22 5LZ




For more information:
mlei@cambridgeshire.gov.uk
www.mlei.co.uk



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Reactions





Cambridgeshire County Council

February 5 · 🌐

...

Do you use Babraham Road Park & Ride? Our Energy Investment Team will be in Great Shelford this evening at the Great Shelford Memorial Hall (Tuesday 5 Feb) from 6.30pm to talk about a new clean energy project being considered for the site. Pop along to hear more and give them your thoughts.

<https://www.mlei.co.uk/.../a-bright-future-for-babraham-road.../>

Great Shelford Online



Cambridgeshire County Council

April 1 at 4:37 PM · 🌐

...

Our vision is to deliver net zero carbon emissions for the region by 2050. As part of this, we're looking at using some of our assets to produce and store electricity, which will also generate revenue for the delivery of frontline services, such as adult social care. To find out more, visit socsi.in/1MOuz #CambridgeshireEnergy #RenewablePower



👍 1

👍 Like

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You, Emily Bolton and 2 others

2 Shares

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💬 Comment

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Appendix 5 – Babraham Rd park and ride smart energy grid Risk Register

<u>Trigger</u>	<u>Impact</u>	<u>Probability</u>	<u>Impact</u>	<u>Risk Score</u>	<u>Risk Score Increasing or decreasing?</u>	<u>Action to be taken (to minimise/reduce risk)</u>	<u>Update</u>
ALL PHASES							
Critical staff leave	Potential delays in implementation	4 - High	2 - Marginal	8	Increasing	Succession planning in place, additional project management and engineering resources recruited.	Delivery Manager leaving in March 2021, Claire Julian Smith appointed and starting in role on 8 th March 2021.
CONSTRUCTION PHASE							
Changes to immigration policy effective Jan 2021 limit low-paid workers from Europe entering the country.	Labour costs increase due to need to secure work visas	4 - High	2 - Marginal	8	same		Feb 2021 - costed into business case
DEVELOPMENT PHASE							
Changes in policy, specification or design standards after approving development of the Investment Grade Proposal	Costs increase or the project is no longer feasible	4 - High	3 - Significant	12	Increasing	Depending on the extent of the additional costs, further delegated decision-making power may have to be sought	March 2021 - the current business case is showing a small positive NPV when the social cost of carbon is not included.
Failure to secure political support	CCC is unwilling to supply funding	2 - Low	4 - Critical	8	Increasing	Development budget secured and approval to proceed to IGP approved by committee in May 2018. In June 2019 results of phase 1 shared with committee, risks and opportunities of battery storage investment and progression to stage 2 approved. In November 2019, options appraisal presented to committee gaining approval for the preferred option - A1 and B2.	Investment case impacted by Covid/BRexit/supply chain and other costs ahead of decision in March 2021.
Bouygues' design may require trees to be removed to prevent shading.	Tree removal is an emotive issue, it may also result in mitigation to plant trees elsewhere, generating a cost.	4 - High	2 - Marginal	8	Same	Some mature trees may require trimming to avoid shading the panels.	Planning guidance instructs a net gain in biodiversity to be delivered and which is deliverable by the project.
Revenue streams are insufficient to offset costs	The Investment Grade Proposal is not financially viable	2 - Low	3 - Significant	6	Increasing	Multiple avenues are being explored. Discussions have been held with Greater Cambridge Partnership about supplying electricity to electric buses.	Feb 2021 - Commercial team to investigate sponsorships. EVC rate agreed across CCC and communicated to Byes. Electricity purchased from CUHT sold as a 'pass through', electricity supplied to CUH sold at a discount for CUH to make some savings.

Changes in Inflation / Regional/Global demands / Brexit / Corona Virus impacts on cost and availability of kit and labour	Cost to implement increases	4 - High	3 - Significant	12	Increasing	Build in market monitoring into project, however there will be a Maximum Charge included. Increases in steel prices impact project.	Feb 2021 – there are increases in the cost of solar modules, steel and labour as a result of COVID, HS2 and tariffs imposed by China. The PWLB interest rate has increased over the past few weeks as a result of increased Government borrowing to cope with the effect of COVID 19. The exchange rate for imported goods including solar modules is becoming less supportive.
IMPLEMENTATION PHASE							
Construction on an active park + ride presents risks to customers	Potential for injury	2 - Low	3 - Significant	6	Decreasing	Sections of the site will have to be closed off to complete the installation in phases. This has the potential to cause disruption, however we can work with the P+R team to attempt to schedule works during slower periods.	Feb 2021 - new proposal is to close the majority of the site, leaving the right hand side of the park and ride open and uncovered during construction. This will shorten the build (estimated to save 10 weeks off a 30 week programme). Able to do this thanks to higher performing modules (72 cell mono PERC)
There is not enough provision in the budget for the tolerances which have been set	Depending on source of cost, a variation may be enacted lengthening the payback period and threatening the underlying support	3 - Moderate	2 - Marginal	6	Decreasing	Depending on the extent of the additional costs, further delegated decision-making power may have to be sought.	Feb 2021 - Contingency budgets are included in the draft IGP.
OPERATIONAL PHASE							
There have been numerous issues with inverters in the schools and public buildings portfolio resulting in several lapses in generation and many requiring replacement	Reduction in generation, revenue, ability to serve customers, damage to reputation	3 - Moderate	2 - Marginal	6	same	We have asked Bouygues to keep a list of unsuitable inverters to avoid in the future. As per St Ives' IGP, the inverters shall have a standard 10 year warranty, which may be extended by a further 5 years at additional cost.	Warranty requirements will be drafted into the WOS
Damage / vandalism of panels, supports, inverters or other equipment	damage to revenue, replacement costs	3 - Moderate	2 - Marginal	6	same	New kit will be covered by insurance policy and costed in the outline business case	CCTV on site monitoring.
Operating cost is more than is currently planned	Revenue is harmed, payback lengthened	3 - Moderate	2 - Marginal	6	same	Depending on the extent of the additional costs, further delegated decision-making power may have to be sought, or if it is a guaranteed cost element, then the risk is Bouygues'.	

Sunnica Solar Farm Proposal

To: Environment and Sustainability Committee

Meeting Date: 11th March 2021

From: Steve Cox, Executive Director, Place & Economy

Electoral division(s): Soham North and Isleham, and Burwell

Key decision: No

Outcome: To seek delegated powers for officers, where there is insufficient time to take the item to Committee, to ensure that the Nationally Significant Infrastructure Project (NSIP) timescales can be met, thus allowing our submissions to be given full weight by the Planning Inspectorate (PINS) in the determination process.

Recommendation: The Environment and Sustainability Committee is recommended to:

- a) Delegate authority to the Executive Director: Place and Economy, in consultation with the Chairman or Vice Chairman of the Environment and Sustainability Committee, to submit NSIP related responses to the Planning Inspectorate on behalf of the Cambridgeshire County Council and its regulatory functions, only on occasions where there is not enough time for a report to be delivered to the Environment and Sustainability Committee; and
- b) Circulate the draft response to Local Members and Members of the Environment and Sustainability Committee ahead of sign off and submission to the Planning Inspectorate, when delegated powers are used.

Officer contact:

Name: David Carford
Post: Project Manager
Email: David.carford@cambridgeshire.gov.uk
Tel: 01223 699864

Member contacts:

Names: Cllr Josh Schumann, Cllr Tim Wotherspoon
Post: Chair/Vice-Chair
Email: Joshua.Schumann@cambridgeshire.gov.uk /
timothy.wotherspoon@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 Sunnica Limited are proposing a solar energy farm to the east of the County and crossing the border into Suffolk. The proposed development is considered to be a nationally significant infrastructure project (NSIP) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (see section 15(2) of the 2008 Act); which will therefore require an application to be submitted for a Development Consent Order (DCO).
- 1.2 As an NSIP application (for which a DCO is required) the proposed solar farm will not be determined by the District Council with input by the County Council. Responsibility for accepting and examining the NSIP applications rests with the Secretary of State (for Business, Energy and Industrial Strategy). 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 one of the four 'host' authorities (with the others being Suffolk County Council, East Cambridgeshire District Council, and West Suffolk Council). Officers have engaged specialist advice from other key specialist teams in the authorities, including taking advice from officers acting as the Council's Highway Authority and Lead Local Flood Authority.
- 1.4 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. The four 'host' Local Authorities have been working together to respond to Sunnica's pre application consultations. The role of the authorities is not to pass judgement on the merits of the application, but to scrutinise the applicant's assessment of the NSIP application, offer technical advice as part of the consultation process and ensure that adequate public consultation is carried out.
- 1.5 Whilst the NSIP legislation does not specify any differences between 'host' planning authorities, in their role as statutory consultees, there is an understanding or assumption, set out in common practice, that if permission is granted by the Secretary of State the requirements (or effectively planning conditions) in the DCO are discharged, monitored and enforced by the Council(s) that would normally be the determining authority.
- 1.6 As an NSIP proposal, the Sunnica Energy Farm Project has already undertaken its pre-application consultations with the general public, alongside pre-application discussions with key specialisms within the four 'host' authorities, to help inform their proposal prior to the submission of their application to the Planning Inspectorate (PINS). Impacts in relation to the Coronavirus have been considered by Sunnica and are discussed further in paragraph 4.3 of this report.
- 1.7 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 guidance 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.

- 1.8 Paragraph 6.2 of the PINS Advice Note two: The role of local authorities in the development consent process, states that “Local authorities should engage proactively with a developer even if they disagree with the proposal in principle. It is important to recognise that a local authority is not the decision maker but will want to contribute towards the development of the emerging proposals with the benefit of their detailed local knowledge. Local authorities are not undermining any ‘in principle’ objections to a scheme by engaging with a developer at the pre-application stage.”
- 1.9 If the recommendation within this paper is approved, the outcome will be that officers will have the ability to use delegated powers to ensure that consultation timescales set by national legislation are able to be met, where there is not sufficient time for a committee decision to be taken. This recommendation also includes the flexibility for the Vice Chairman to make the decision, as it is acknowledged that the project sits in the Chairman’s electoral division.

2. The Proposal

- 2.1 Sunnica proposals are for a new energy farm with solar photovoltaic (PV) and energy storage infrastructure connecting to the Burwell National Grid Substation. This seeks to provide 500MW of electricity which is equivalent to providing for approximately 100,000 homes.
- 2.2 The proposed solar energy development spans four ‘Sites’:
- Sunnica East Site A, near Isleham
 - Sunnica East Site B, near Freckenham and Worlington
 - Sunnica West Site A, near Chippenham and Kennett
 - Sunnica West Site B, near Snailwell

These four sites are proposed to be linked by a cable corridor to the National Grid at Burwell Substation.

3. Planning Policy

- 3.1 The policy framework for determining an NSIP application is 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”);
- (aa) the appropriate marine policy documents (if any), determined in accordance with section 59 of the Marine and Coastal Access Act 2009;
- (b) 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);
- (c) any matters prescribed in relation to development of the description to which the application relates; and
- (d) any other matters which the Secretary of State thinks are both important and relevant to the Secretary of State’s decision.

- 3.2 The relevant documents in relation to this application from the Cambridgeshire perspective are the National Policy Statements for Energy; the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) & the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (February 2012) - or if appropriate as superseded by the emerging Cambridgeshire and Peterborough Local Plan; the East Cambridgeshire Local Plan (2015); and any Local Impact Report submitted during the Examination. The National Planning Policy Framework (NPPF) 2019 is also a material consideration.

4. NSIP Pre-Application Process

- 4.1 As this report has been brought to the Environment and Sustainability Committee ahead of the formal NSIP application submission, the pre-application process is currently being undertaken i.e. step 1 in Appendix 1. Of the pre-application stages shown in Appendix 2 the following have been completed:
- Provided comment on the draft Statement of Community Consultation (SoCC).
 - Commented on the consultation from the applicant Under Section 42 of the Planning Act 2008.
- 4.2 'Host' authorities are strongly encouraged to use the pre-application period to start their own evaluation of the local impacts of the proposal. 'Host' authorities should then begin to compile the Local Impact Report (LIR) as soon as the application has been accepted formally by the Secretary of State and they have been invited to submit an LIR. This approach will enable the LIR to be produced within the deadlines. PINS advice is that 'Host' authorities should ensure any necessary internal authorisation processes are in place to meet the timetable (which is the basis for this report).
- 4.3 Sunnica's recent pre-application public consultation (September to December 2020) was held whilst adhering to the Coronavirus restrictions. This has meant a different approach to consulting with elements like public exhibitions and meetings not being possible. Instead a number of webinar virtual exhibitions were made available online.
- 4.4 The host authorities will be required to make a factual assessment of the consultation and submit an Adequacy of Consultation. The host authorities will have a very constrained timescale in which to assess the consultation response and respond to PINS (14 calendar days) on whether the consultation has met the necessary NSIP and councils' Statement of Community Involvement requirements (taking account of the restrictions discussed in paragraph 4.3 above).

5. NSIP Application Process

- 5.1 Once Sunnica submits their DCO application to PINS for the solar farm project, currently programmed for Q2 of 2021, the project will move into the 'acceptance' stage as identified in Appendix 1. If their application is accepted for examination by PINS we should be notified of this, including whether the Secretary of State will appoint a single Examining Inspector, or a panel of up to five Examining Inspectors (known as the examining authority (ExA) to examine the application. The Examination is carried out in public.

- 5.2 Following notification of the above, the local authorities will then be notified of the preliminary meeting to discuss procedural matters. After which an Examination timetable should be set, including tight deadlines for when information needs to be submitted to PINS. At the pre-examination stage, local authorities are encouraged to continue to engage with the developer. 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.
- 5.3 During the Examination, 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.
- 5.4 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.
- 5.5 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 timescale for handling an NSIP application are set out in the legislation. It is noted that PINS as the Examining Authority may disregard late responses, which is why officers are seeking to follow PINS guidance and get delegations set up at the pre-application stage. Irrespective of any 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 E&S 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&S Committee and local County Councillors by e-mail for their records, or where time is permitting the draft

response taken to E&S 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 corporate priorities

6.1 A good quality of life for everyone

As this is not a County Council proposal there are no specific significant implications identified by officers for this priority. However, any NSIP response provided by the County Council will (where applicable) ensure that the environmental information produced is capable of assessing this priority before a recommendation is provided by PINS and a decision reached by the Secretary of State.

6.2 Thriving places for people to live

As set out in paragraph 6.1.

6.3 The best start for Cambridgeshire's children

As set out in paragraph 6.1.

6.4 Net zero carbon emissions for Cambridgeshire by 2050

As set out in paragraph 6.1.

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. Officers negotiated a Planning Performance Agreement for the pre-application advice stage, to try to resource the project and reduce the cost to the public purse, but this has not covered the true cost of the resource and specialist advice required to assess the DCO application and any discharge requirements (like planning conditions) that would arise from any consent granted. This is in addition to existing pressures already identified as a result of the COVID-19 situation.
- 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 Growth and Development staffing resources that are already stretched.

7.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The following bullet points set out details of 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.
- 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 priority, 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 priority that are not capable of being addressed through comment on the applicant's DCO application. Sunnica is required to satisfy the Equity Impact Assessment requirements when they submit their application.

7.5 Engagement and Communications Implications

There are no significant implications for this priority that are not capable of being covered by the submission of 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 Significant Infrastructure Project (NSIP) 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 priority that are not capable of being addressed through comment on the applicant's Environmental Impact Assessment information and the DCO application.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes
Name of Officer: Gus de Silva

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes
Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes
Name of Officer: Elsa Evans

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

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

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

8. Source documents

[Planning Inspectorate \(PINS\) National Significant Infrastructure Project \(NSIP\) Guidance and Advice Notes;](#)

[NSIP Energy Policy Statements;](#)

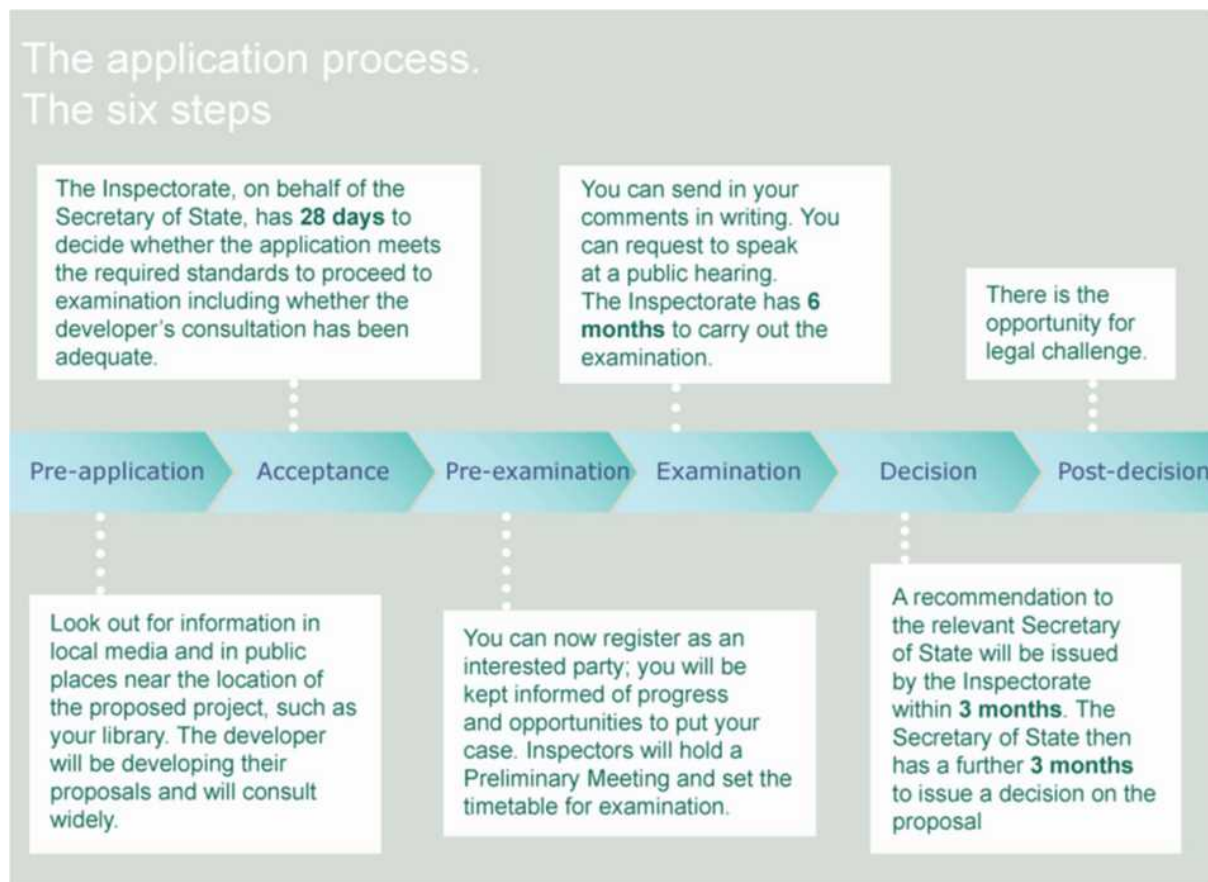
[Planning Act 2008 \(as amended\);](#)

[Sunnica Energy Farm Project website;](#)

[PINS Project Page for Sunnica Energy Farm NSIP Project;](#)

[The National Planning Policy Framework \(NPPF\) \(2019\)](#)

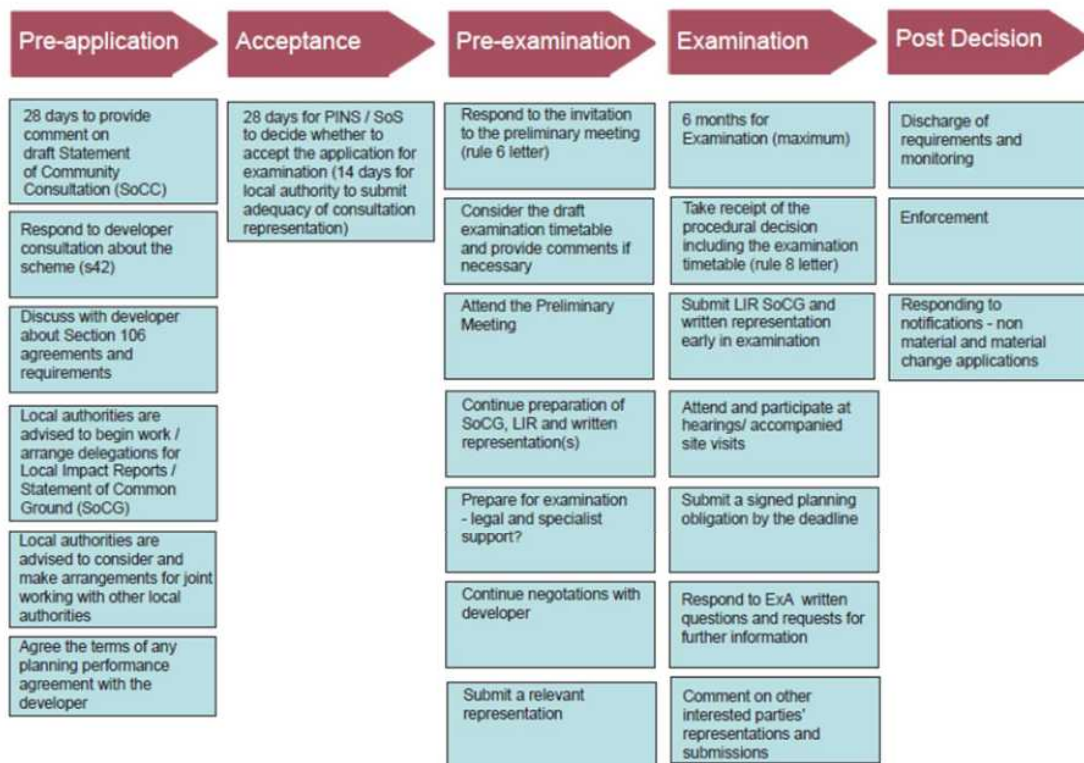
Appendix 1 - The six steps of the NSIP DCO process under the 2008 Act



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

Finance Monitoring Report – January 2021

To: Environment and Sustainability Committee

Meeting Date: 11th March 2021

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

Electoral division(s): All

Key decision: No

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

Recommendation: The Committee is asked to:

Review, note and comment upon the report.

Officer contact:

Name: Sarah Heywood
Post: Strategic Finance Manager
Email: sarah.heywood@cambridgeshire.gov.uk
Tel: 01223 699 714

Member contacts:

Names: Cllr Joshua Schumann
Post: Chairman of the Environment and Sustainability Committee
Email: joshua.schumann@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 Appendix 1 provides the financial position for the whole of Place & Economy Services, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the report, budget lines that relate to the Highways and Transport Committee are unshaded and those that relate to the Environment and Sustainability Committee are shaded in Appendix 1. Members are requested to restrict their questions to the lines for which this Committee is responsible.

2. Main Issues

- 2.1 Revenue: The report attached as Appendix 1 is the Place & Economy Finance Monitoring Report for 2020/21 as at the end of January 2021. Place and Economy as a whole is forecasting a bottom line revenue underspend of £323K.
- 2.2 Grant of £2.8m for Lost Sales, Fees and Charges Compensation is forecast against the Covid-related pressures of £4.9m. This net Covid pressure is then offset by a £450K underspend on the waste contract, £544K additional income on Traffic Management and the £1m Street lighting adjustment.
- 2.3 Capital: There are no issues to report.

3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone
There are no significant implications for this priority.
- 3.2 Thriving places for people to live
There are no significant implications for this priority.
- 3.3 The best start for Cambridgeshire's children
There are no significant implications for this priority.
- 3.4 Net zero carbon emissions for Cambridgeshire by 2050
There are no significant implications for this priority.

4. Significant Implications

- 4.1 Resource Implications
The report addresses the resources position for this Committee as at the end of January 2021.
- 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

Place & Economy Services

Finance Monitoring Report – January 2021

1. Summary

1.1 Finance

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

2. Income and Expenditure

2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2020/21 £000	Actual £000	Forecast Variance - Outturn (January) £000	Forecast Variance - Outturn (January) %
-2,964	Executive Director	665	-521	-2,854	-429
+1,467	Highways	22,996	19,199	+1,692	+7
-51	Passenger Transport	7,308	4,932	-36	0
+1,032	Environmental & Commercial Services	38,952	27,029	+996	+3
0	Infrastructure & Growth	3,751	2,628	-120	-3
0	External Grants	-17,230	-6,630	0	0
-516	Total	56,443	46,637	-323	-1

The service level budgetary control report for January 2021 can be found in [appendix 1](#).

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

2.1.2 Covid Pressures

Previous forecast £000	Pressure	Revised forecast £000
1,310	Waste additional costs / loss of income	1,310
2,838	Parking Operations loss of income	2,691
92	Park & Ride loss of Income	120
464	Traffic Management loss of income	559
211	Planning Fee loss of Income including archaeological income	173
108	Highways Asset Management loss of income	0
5,023	Total Expenditure	4,853

2.2 Significant Issues

Covid-19

As detailed in the table 2.1.2, there are significant pressures within the service relating to the Covid-19 virus. The majority of these are for the loss of income which is used to fund existing services. These pressures are being regularly monitored and assumptions have been made on the level of income which will be received this financial year.

Following receipt by the Council of monies claimed under the Sales, Fees & Charges scheme for the first four months of the year, the Council is including the amounts apportionable to P&E services within this forecast. The claim for the next quarter of the year is currently under assessment by central government.

Waste Private Finance Initiative (PFI) Contract

Although COVID related impacts have created an additional pressure on the service budget of approximately £1,300,000 so far (due to additional HRC running costs, increased recycling credit payments and reduced trade waste collections), this pressure will be partly offset by reduced contract costs and an overall reduction in total waste collected (if this trend continues) resulting in a forecast overspend of £849,000.

Street Lighting

A one off adjustment of £998k income has been received this year for prior year contract adjustments.

3. Balance Sheet

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

A number of schemes this financial year will underspend compared to the allocated budget, further details of these schemes are documented in appendices 6 and 7 of this report. It is now expected these schemes will be completed in 21/22 and the required funding will need to be rolled forward into next financial year.

Nene Parade Bank, March

Urgent work is required for a scheme which is currently not budgeted. Nene Parade, March carriageway lays adjacent to River Nene, March providing a single access point to a conglomerate of housing. In March 2020, the river bank slipped, causing localised failure to the carriageway putting highway users at significant risk. The road was closed whilst a temporary repair was completed. Following further movement of the river bank the repaired section failed again in October 2020 resulting in road usage being restricted to light vehicles and pedestrians only with continual monitoring.

An engineered solution is required to stabilise the river bank which will be completed in the form of a sheet piled retaining wall, reinforced embankment backfill and carriageway reconstruction thereafter. The works are planned to start in March 2021. The project is likely to cost £600,000 and it is proposed is funded from predicted underspends within the Carriageway Maintenance budget.

Funding

Grant has been awarded for Emergency Active Travel Funding, mainly to fund pop-up cycle lanes. The first tranche of £467,742 is now factored into this report, this grant is to fund revenue as well as capital expenditure. The Government recently announced the Tranche 2 allocation which is £1.724m for Cambridgeshire and Peterborough. The Council is currently working with the Combined Authority to shape how this is allocated and spent and this will take account of the government's guidance on the process to follow. We are still awaiting details of the funding split but for this report have assumed the split is the same as the first tranche.

All other schemes are funded as presented in the 2020/21 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 2020/21 £000's	Actual January 2020 £000's	Forecast Outturn £000's	Forecast Outturn Variance %
Executive Director					
-80	Executive Director	665	524	-80	-12%
-2,884	Lost Sales, Fees & Charges Compensation	0	-1,045	-2,774	0%
-2,964	Executive Director Total	665	-521	-2,854	-429%
Highways					
0	Asst Dir - Highways	160	139	0	0%
58	Local Infrastructure Maintenance and Improvement	9,119	7,218	29	0%
-78	Traffic Management	-185	257	15	8%
-2	Road Safety	476	327	30	6%
-1,145	Street Lighting	10,302	6,267	-1,180	-11%
-64	Highways Asset Management	453	194	-72	-16%
2,838	Parking Enforcement	0	2,757	2,691	0%
-248	Winter Maintenance	2,664	1,466	58	2%
107	Bus Operations including Park & Ride	7	575	120	1689%
1,467	Highways Total	22,996	19,199	1,692	7%
Passenger Transport					
-120	Community Transport	2,645	2,242	98	4%
70	Concessionary Fares	4,663	2,691	-134	-3%
-51	Passenger Transport Total	7,308	4,932	-36	0%
Environmental & Commercial Services					
146	County Planning, Minerals & Waste	388	196	86	22%
63	Historic Environment	77	223	87	113%
1	Flood Risk Management	397	243	2	0%
-0	Energy Projects Director	32	-324	-0	-1%
-27	Energy Programme Manager	115	104	-27	-23%
849	Waste Management	37,943	26,587	849	2%
1,032	Environmental & Commercial Services Total	38,952	27,029	996	3%
Infrastructure & Growth					
-0	Asst Dir - Infrastructure & Growth	162	134	-0	0%
0	Major Infrastructure Delivery	3,014	1,963	0	0%
-0	Transport Strategy and Policy	34	103	-0	-1%
-0	Growth & Development	541	507	-0	0%
0	Highways Development Management	0	-78	-120	0%
-0	Infrastructure & Growth Total	3,751	2,628	-120	-3%
-516	Total	73,673	53,268	-323	0%

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.

Executive Director

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
665	524	-80	-12

Savings from staff redeployed to Covid-19 virus functions, mitigating pressures elsewhere within the service.

Lost Sales, Fees & Charges Compensation

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-1,045	-2,774	0

Following receipt by the Council of monies claimed under the Sales, Fees & Charges scheme for the first four months of the year, the Council is including the amounts apportionable to P&E services within this forecast. The claim for the next quarter of the year is currently under assessment by central government.

Street Lighting

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
10,302	6,267	-1,180	-11

A one off adjustment of £998k income has been received this year for a prior year contract adjustment.

Parking Enforcement

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	2,757	+2,691	0

With restrictions around the Covid-19 virus, there is expected to be a significant shortfall in income especially for on street parking and bus lane enforcement. The assumptions behind this shortfall are continually being monitored.

Winter Maintenance

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
2,664	1,466	+58	+2

Winter maintenance is now projecting a slight overspend. This is based on 36 actual runs and an allowance for 19 more runs. In an average year, for which is budgeted, we would expect to have 53 runs.

Bus Operations including Park & Ride

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
7	575	+120	+1,698

With restrictions around the Covid-19 virus, there is expected to be a significant shortfall in income for this service. The assumptions behind this shortfall are continually being monitored.

County Planning, Minerals & Waste

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
388	196	+86	+22

With restrictions around the Covid-19 virus, there is expected to be a shortfall in income for this service. The assumptions behind this shortfall are continually being monitored.

Historic Environment

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
77	223	+87	+113

The Historic Environment team (HET) generates the majority of its operating costs from a variety of income sources. Some posts in the team are more focused to income generation than others, and some of these were redeployed due to the Covid-19 virus. HET's ability to generate income has been severely impacted by COVID.

Waste Management

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
37,943	26,587	+849	+2

Although COVID related impacts have created an additional pressure on the service budget of approximately £1,300,000 so far (due to additional HRC running costs, increased recycling credit payments and reduced trade waste collections), this pressure will be partly offset by reduced contract costs and an overall reduction in total waste collected (if this trend continues) resulting in a forecast overspend of £849,000.

Highways Development Management

Current Budget for 2020/21 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-78	-120	+0

There is an expectation that section 106 and section 38 fees will come in higher than budgeted for new developments which will lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly..

Appendix 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	15,516
Emergency Active Travel – 1 st Tranche	Department for Transport (DfT)	374
Emergency Active Travel – 2nd Tranche	Department for Transport (DfT)	1,340
Non-material grants (+/- £30k)	N/A	0
Total Grants 2020/21		17,230

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	56,470	
Centralisation of postage budgets	-40	
Non-material virements (+/- £30k)	+13	
Current Budget 2020/21	56,443	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2020 £'000	Movement within Year £'000	Balance at 31st January 2021 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	32	0	32	30	Partnership accounts, not solely CCC
Highways Searches	27	0	27	0	
On Street Parking	1,944	0	1,944	1,300	
Streetworks Permit scheme	131	(131)	0	0	
Highways Commuted Sums	860	443	1,304	900	
Streetlighting - LED replacement	39	9	48	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	14	0	14	0	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	197	0	197	180	
Steer- Travel Plan+	66	0	66	52	
Waste reserve	984	0	984	984	
Other earmarked reserves under £30k	138	(15)	123	0	
Sub total	4,669	307	4,976	3,596	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	370	0	370	0	
Other Capital Funding	4,654	7	4,661	0	
Sub total	5,024	7	5,031	0	
TOTAL	9,693	314	10,007	3,596	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2020/21

Total Scheme Revised Budget £'000	Original 2020/21 Budget as per BP £'000	Scheme	Revised Budget for 2020/21 £'000	Actual Spend (January) £'000	Forecast Spend – Outturn (January) £'000	Forecast Variance – Outturn (January) £'000
		Integrated Transport				
421	200	- Major Scheme Development & Delivery	421	50	230	-191
1,269	882	- Local Infrastructure Improvements	1,275	809	1,276	1
0	0	Safety Schemes	0	0	0	0
500	500	- A1303 Swaffham Heath Road Crossroads	500	14	30	-470
422	94	-Safety schemes under £500K	422	161	222	-200
449	345	- Strategy and Scheme Development work	449	480	535	86
		Delivering the Transport Strategy Aims				
2,293	1,243	- Highway schemes	2,501	569	1,011	-1,490
		- Cycling schemes				
200	0	- Fenstanton to Busway	200	175	195	-5
300	0	- Dry Drayton to NMU	152	13	30	-122
400	58	- Hardwick Path Widening	196	40	115	-81
930	0	- Bar Hill to Longstanton	60	26	60	0
1,000	0	- Girtton to Oakington	450	25	400	-50
16	0	- Arbury Road	12	0	12	0
974	0	- Papworth to Cambourne	891	106	891	0
678	0	- Wood Green to Godmanchester	678	16	16	-662
150	0	- Busway to Science Park	15	1	15	0
79	45	- Other Cycling schemes	79	8	51	-28
23	23	- Air Quality Monitoring	23	19	23	0
25,000	1,000	- A14	1,000	0	1,000	0
		Operating the Network				
		Carriageway & Footway Maintenance incl Cycle Paths				
740	740	- Countywide Safety Fencing renewals	740	5	400	-340
1,590	1,590	- Countywide Retread programme	1,590	752	1,590	0
500	500	- Countywide F'Way Slurry Seal programme	500	392	500	0
3,696	3,696	- Countywide Surface Dressing programme	3,696	2,800	3,416	-280
		- Countywide Prep patching for Surface - Dressing programme				
992	992	- Whittlesey, Ramsey Road Nr Pondersbridge	992	215	1,242	250
695	695	Carriageway	695	0	200	-495
		- Carriageway & Footway Maintenance schemes under £500k				
3,371	1,959		3,882	2,151	3,917	35
140	140	Rights of Way	140	115	149	9
		Bridge Strengthening				
437	437	- St Ives Flood Arches	437	1	100	-337
2,769	2,127	- Other	2,769	1,824	3,143	374
1,736	850	Traffic Signal Replacement	1,736	556	1,729	-7
		Smarter Travel Management - Int Highways				
200	200	Man Centre	200	103	200	0
		Smarter Travel Management - Real Time Bus				
165	165	Information	165	104	165	0
		Highway Services				
		£90m Highways Maintenance schemes				
839	839	- B1050 Willingham, Shelford Rd Prov.	839	0	517	-322
		- B660 Holme, Long Drove C/way				
500	500	resurface/strengthen	500	1	300	-200
		- B1382 Prickwillow Pudney Hill Road				
900	900	Carriageway	900	0	0	-900
550	550	- B198 Wisbech, Cromwell Road Carriageway	550	2	645	95

Total Scheme Revised Budget £'000	Original 2020/21 Budget as per BP £'000	Scheme	Revised Budget for 2020/21 £'000	Actual Spend (January) £'000	Forecast Spend – Outturn (January) £'000	Forecast Variance – Outturn (January) £'000
80,627	1,511	- Highways Maintenance (£90m) schemes under £500K	3,062	2,104	3,460	398
		Pothole grant funding				
500	500	- C198 Girton, Cambridge Road Carriageway	500	386	440	-60
890	890	- A1198 Caxton / Papworth Everard / Papworth St Agnes / Hilton	890	491	600	-290
800	800	- A605 Elton (from Pboro Services to Elton) Carriageway	800	937	1,030	230
3,000	3,000	- Additional Surface Treatments 2020/21	3,000	781	3,000	0
810	810	- Pothole funding schemes under £500K	810	672	1,185	375
4,201	0	- Additional DfT Allocation (surface treatments)	4,201	0	2,371	-1,830
146	0	Safer Roads Fund	10	56	56	46
		Environment & Commercial Services				
11,064	2,763	- Waste Infrastructure	150	48	158	8
680	0	- Northstowe Heritage Centre	596	77	596	0
1,000	146	- Energy Efficiency Fund	422	0	370	-52
448	0	- Alconbury Civic Hub Solar Car Ports	448	15	331	-117
		Infrastructure & Growth Services				
11,084	0	- Huntingdon - West of Town Centre Link Road	1,982	1,988	1,988	6
49,000	0	- Ely Crossing	147	-1,490	147	0
149,791	0	- Guided Busway	6	73	73	67
0	0	- Cambridge Cycling Infrastructure	37	24	24	-13
1,975	0	- Fendon Road Roundabout	996	711	995	-1
350	0	- Ring Fort Path	265	25	47	-218
1,200	0	- St Neots Northern Footway and Cycle Bridge	30	3	8	-22
6,950	0	- Chesterton - Abbey Bridge	4,613	499	4,613	0
33,500	3,020	- King's Dyke	10,400	6,661	10,209	-191
94	0	- Emergency Active Fund	427	204	425	-2
3,089	0	- Lancaster Way	2,307	1,386	2,589	282
1,000	0	- Scheme Development for Highways Initiatives	437	-1	56	-381
150	0	- A14	0	289	0	0
22	0	- Other schemes	37	33	44	7
1,395	0	- Combined Authority Schemes	1,436	991	1,470	34
10,500	0	- Wisbech Town Centre Access Study	3,641	666	3,641	0
280	0	- A505	280	211	211	-69
2,818	0	- Coldham's Lane Roundabout	406	155	202	-204
	243	Capitalisation of Interest	243	0	243	0
432,788	35,453		72,234	29,528	64,907	-7,327
	-12,043	Capital Programme variations	-12,043	0	-4,716	7,327
	23,410	Total including Capital Programme variations	60,191	29,528	60,191	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2019/20, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2019/20 financial year. The phasing of a number of schemes have been reviewed since the published business plan. This still needs to be agreed by the Service Committees and by General Purposes Committee. (GPC).

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

• Major Scheme Development & Delivery

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
421	230	-191	-191	0	0	-191

This covers 2 projects, Stuntney Cycleway and Northstowe bus link. A business case for the bus link is still being worked on and it is limited how much expenditure will take place this financial year.

• Safety Schemes – A1303 Swaffham Heath Road Crossroads

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
500	30	-470	0	-470	0	-470

This scheme has been delayed due to land acquisitions. The scheme will be completed in 2021/22.

• Safety Schemes under £500k

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
422	222	-200	-250	+50	0	-200

The A142 scheme Chatteris to Ely has now been delayed until 2021/22.

• Delivering the Transport Strategy Aims – Highways Schemes

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,501	1,011	-1,490	0	-1,490	0	-1,490

A number of schemes within this area have been delayed and will be completed in 2021/22.

The main schemes are:-

- Cambridge Victoria Ave/Maids Causeway – Pedestrian & Cycle Improvements – design and consultation difficulties have delayed delivery on site.
- Cambridge –Oxford Rd/Windsor Rd traffic calming – Consultation delays – revised plan upon public consultation comments. Further consultation to take place.
- Meldreth – Footpath 9 – work being done in conjunction greenway project and land purchase is required.
- Cambridge, new footpath Worts Causeway – delays due to Covid pressures.
- Cambridge, West Road traffic calming – delays due to Covid pressures.

- Godmanchester to Hinchbrook Park – cycle improvements – delays due to Covid pressures.
- Cambridge, Barton Rd/Grantchester St – crossing improvement – delays due to Covid pressures.
- Cambridge, Storeys Way – Traffic control measures and improve cycle route – work currently being done as part of the Emergency Active Travel fund.

- Dry Drayton to NMU

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
152	30	-122	0	-122	0	-122

Land requirements are currently being assessed and is unlikely to be complete by the end of this financial year. Any further spend will depend on progress with land acquisition.

- Wood Green to Godmanchester

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
678	16	-662	-678	+16	0	-662

This scheme has been put on hold as there are insufficient funds available to deliver it. Works needs to be carried out on the scheme with a view to finding any additional funding.

- Carriageway Maintenance – Safety fencing renewals

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
740	400	-340	0	-340	0	-340

A505 Road Safety audits – Currently awaiting for a response from the Road Safety Audit & the Street Lighting Audit before this project can proceed. Highways will then need to get road space approval from Highways England before the work can commence. This scheme is now expected to straddle this financial year & 2021/22.

- Carriageway Maintenance – Countywide surface dressing programme

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
3,696	3,416	-280	0	-280	0	-280

Less surface dressing has taken place this year due to Covid restrictions, additional prep patching has taken place to ensure a full programme is carried out in 21/22.

- Carriageway Maintenance – Prep patching for Surface dressing programme

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
992	1,242	+250	0	+250	0	+250

Less surface dressing has taken place this year due to Covid restrictions, additional prep patching has taken place to ensure a full programme is carried out in 21/22.

- Carriageway Maintenance – Whittlesey, Ramsey Road

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
695	200	-495	0	-495	0	-495

Scheme will continue into 21/22 as the Eastern Highways Alliance Framework contract was not operational until Oct 2020, putting back the schemes being delivered by it.

- Bridge Strengthening – St Ives Flood Arches

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
437	100	-337	0	-337	0	-337

Delayed start due to Covid restrictions and still awaiting heritage approvals from English Heritage and Huntingdonshire District Council. £500k has been allocated for this scheme to be completed in 2021/22.

- Bridge Strengthening – Schemes under £400k

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
2,769	3,143	+374	0	+374	0	+374

Additional work has been undertaken to utilise the shortfall in spend for the St Ives Flood Arches.

- £90m Highway maintenance – B1050 Willingham, Shelford Road

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
839	517	-322	0	-322	-250	-72

The scope of the work has been reduced by £250k to compensate for funding required for the B1044 Huntingdon scheme.

- £90m Highway maintenance – B660 Holme, Long Drove

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
500	300	-200	0	-200	0	-200

Scheme will continue into 21/22 as the Eastern Highways Alliance Framework contract was not operational until Oct 2020, putting back the schemes being delivered by it.

- £90m Highway maintenance – B1382 Prickwillow, Pudney Hill Road

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
900	0	-900	0	-900	0	-900

Scheme will begin in 21/22 as the Eastern Highways Alliance Framework contract was not operational until Oct 2020, putting back the schemes being delivered by it. The scheme will start after the University Boat Race which is to take place early April.

- £90m Highway maintenance – Other schemes

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
3,062	3,460	+398	-20	+418	0	+398

Underspends on other £90m schemes are being used to fund pressures on these schemes, this includes the B1044 Huntingdon, Stukeley Rd, Ermine Street scheme.

- Pothole Funding – A1198 Caxton / Papworth / Hilton

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
890	600	-290	0	-290	0	-290

Work on this scheme is expected to come in cheaper than originally budgeted. The spare funding will be utilised to fund pressures on other pothole funded schemes.

- Pothole funding – A605 Elton Carriageway

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
800	1,030	+230	0	+230	0	+230

Increased costs as the project is covering an additional area for 3 sections at this site whilst traffic management is in place. The overspend will be covered by underspends on other pothole schemes.

- Pothole funding – Other schemes

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
810	1,185	+375	0	+375	0	+375

Increased costs for a number of projects. The overspend will be covered by underspends on other pothole schemes and will be within the allocated grant.

- Pothole funding – Additional DfT Allocation (surface treatments)

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,201	2,371	-1,830	-1,190	-640	0	-1,830

Three projects will now be delivered in 2021/22 due to the delay in the new Eastern Highways Alliance Framework contract being operational. The schemes are:-

C134 Ely - Branch Bank / Padnal Bank Carriageway overlay £550k.

B1093 Manea Wimblington Road Carriageway reconstruction £640k.

B1093 Manea, Fifty Road – carriageway shaping £390k

- Fendon Road Roundabout

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
996	995	-1	-1	0	-1	0

The project has experienced some significant challenges with underground utility equipment and also been impacted by the Covid-19 pandemic. A specific report detailing how these issues and the budget now required to complete the project was presented to the Highways & Transport Committee on 7th July.

On 16th June 2020, Highways & Transport Committee approved the transfer of £304k from Cherry Hinton Road (in South Cambs S106 budget) to Fendon Road roundabout.

- Ring Fort Path

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
265	47	-218	0	-218	0	-218

This scheme has been delayed and will continue in 21/22. The reason for delay is that there has been complications with the design of safety barrier and also in getting approvals from Highways England. Also CCC Assets have now highlighted a highway boundary change which will need a legal agreement

- Abbey Chesterton Bridge

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
4,613	4,613	0	0	0	0	0

The construction contract covers Chisholm Trail Phase One and Abbey-Chesterton Bridge under one contract and the majority of costs have been charged to Chisholm Trail budget. The 2019/20 CCC budget contribution has therefore been carried forward to the current financial year.

The Chisholm Trail and Abbey Chesterton Bridge project has experienced a significant number of issues that are forecast to lead to time and cost increases. These include unanticipated delays and costs related to:

- Access to land required to deliver the scheme
- Design and fabrication issues
- Ecology
- Third party agreements and approvals
- Protracted approval process with Network Rail to work in proximity of the railway
- Impact of the Coronavirus pandemic

Due to additional costs incurred for this scheme, Highways & Transport Committee, 1st December 2020 agreed to seek additional s106 funding of £2.063m for the Abbey Chesterton Bridge through the Greater Cambridge Partnership Executive Board. The Greater Cambridge Partnership Executive Board approved the funding on December 10th and the budget has been updated accordingly, and this change has been reported to General Purposes Committee.

- King's Dyke

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
10,400	10,209	-191	0	-191	0	-191

The Council signed a contract with Jones Bros and they mobilised construction July 2020. Progress onsite has been rapid Aug/Sept in the ground improvement works at the western end of the scheme with surcharge now being placed. This rapid progress has required budget planning adjustments to bring forward the profile to this financial year, over the original forecasting. Jones Bros are continuing construction work on site alongside the design work which will continue over the coming months. Earthworks is ongoing at the western end of the scheme with surcharge now being placed. The contractor has also started work on the underpass and the main compound is now complete. A slight reduction in the forecast this month due to work in the star pit started later than expected. The construction is due to complete by December 2022.

- Lancaster Way

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
2,307	2,589	+282	0	+282	0	+282

This scheme is still within the overall agreed budget £2,589k, which now forecast to be spent this financial year.

- Scheme Development for Highways Initiatives

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
437	56	-381	-426	+45	0	-381

An in-year underspend of -£0.381m is forecast. At the December Highways and Transport Committee, Members were asked to prioritise and approve the next set of schemes to deliver, and whether to allocate more resource to the budget line.

- Coldham's Lane Roundabout

Revised Budget for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Variance (January) £'000	Variance Last Month (December) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
406	202	-204	0	-204	0	-204

The reduction in forecast is following the decision by Combined Authority to put the project on hold.

Capital Funding

Original 2020/21 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2020/21 £'000	Forecast Spend - Outturn (January) £'000	Forecast Funding Variance - Outturn (January) £'000
18,781	Local Transport Plan	17,781	17,781	0
0	Other DfT Grant funding	10,628	9,051	-1,577
199	Other Grants	7,413	6,983	-430
411	Developer Contributions	10,220	9,437	-783
12,798	Prudential Borrowing	11,669	7,439	-4,230
3,021	Other Contributions	14,280	13,973	-307
35,210		71,991	64,664	-7,327
-6,159	Capital Programme variations	-11,800	-4,473	7,327
29,051	Total including Capital Programme variations	60,191	60,191	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2019/20, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2019/20 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
New funding (Specific Grant)	10.65	Funding not previously shown in the business plan – Wisbech access strategy – Combined Authority (£3.641m), A14 Cycling schemes – Highways England (£1.472m), Lancaster Way (£1.391m). Additional pothole funding (£4.1m)
Additional Funding / Revised Phasing (Section 106 & CIL)	8.92	Developer contributions to be used for a number of schemes. Chesterton Abbey Bridge (£4.088m), Fendon Road Roundabout (£0.740m), Ring Fort Path (£0.265m), Traffic Signal replacement (£0.575m), Lancaster Way (£1.138m), Huntingdon Link Road (£1.97m).
Additional funding / Revised Phasing (Other Contributions)	11.00	Coldham's lane roundabout, reimbursement from the combined authority (£1.1m). Other combined authority funded schemes (£1.833m). Chesterton – Abbey Bridge (£0.414m). King's Dyke, revised phasing (£7.38m).
Additional Funding / Revised Phasing (Prudential borrowing)	3.36	Additional funding required for A14 contribution (£1.0m) Rephasing of Highways Maintenance funding.

Savings Tracker 2020-21

Quarter 3

Quarter 3

				Investment £000			Prior Years	Planned Savings 2020-21 £000					Prior years	Forecast Savings 2020-21 £000											
				800	228	0	0	-216	-354	-356	-354	-355	-1,419	-216	-107	-108	-107	-107	-429	990					
RAG	Reference	Title	Description	Budgeted Investment - Prior Years £000	Actual Investment - Prior Years £000	Budgeted Investment - 20-21 £000	Actual Investment - 20-21 £000	Original Saving - Prior Years	Original Phasing - Q1	Original Phasing - Q2	Original Phasing - Q3	Original Phasing - Q4	Original Saving 20-21	Savings Achieved - Prior Years	Current Forecast Phasing - Q1	Current Forecast Phasing - Q2	Current Forecast Phasing - Q3	Current Forecast Phasing - Q4	Forecast Saving 20-21	Variance from Plan £000	Saving complete?	% Variance	Direction of travel	Forecast Commentary	Links with partner organisations
Green	B/R.6.102	Waste	Reduction in the amount of Waste being landfilled.						-100	-100	-100	-100	-400		-100	-100	-100	-100	-400	0	No	0.00	↔		
Green	B/R.6.204	Road Safety	H&C committee members approved the implementation of a new transformative model for delivering all elements of road safety (education, engineering, school crossing patrols, safety cameras, audits etc.). The approach is an integrated model with Peterborough, built a round core and commercial activities. The £50k will be achieved through more efficient working practices (moving resource online and co-location).						-12	-13	-12	-13	-50		-12	-13	-12	-13	-50	0	No	0.00	↔		
Green	B/R.6.214	Street Lighting - contract synergies	Every year the budget is changed to reflect the level of synergy savings which will be achieved from the joint contract. This will not lead to any reduction in street lighting provision.	800	228			-216	5	5	5	6	21	-216	5	5	5	6	21	0	No	0.00	↔		
Black	B/R.7.119	Income from Bus Lane Enforcement	Utilising additional bus lane enforcement income to fund highways and transport works, as allowed by current legislation.						-162	-163	-162	-163	-650		0	0	0	0	0	650	No	100.00	↔	Due to COVID, existing income target not being met.	
Black	B/R.7.120	Deployment of current surpluses in civil parking enforcement to transport activities	Deployment of current surpluses in civil parking enforcement to transport activities, including a contribution to Park & Ride, as allowed by current legislation.						-85	-85	-85	-85	-340		0	0	0	0	0	340	No	100.00	↔	Due to COVID, existing income target not being met.	

Key to RAG ratings

RAG status	Description
RED	Not delivered within the target completion date (financial year)
AMBER	Highlighted concerns regarding delivery by completion date
GREEN	On target to be delivered by completion date

Update as at 01.02.2021

Cambridge City Works Programme

Carried Forward from 2018/19

Total Local Highway Improvement (LHI)_Schemes 27
 Total Completed 26
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Cllr Linda Jones 30CPX02296	Petersfield	Great Northern Road	Civils - Zebra crossing	RED	Delayed until road adopted and becomes public highway. Covid-19 has delayed this process further as utility companies have currently stopped all adoptions.

Current Schemes for 2020/21

Total LHI Schemes 24
 Total Completed 16
 Total Outstanding 8

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Jones	Petersfield	Perowne St	Parking Restrictions - Install a no loading at any time ban up to the parking bays both sides of Perowne street.	GREEN	Work Complete
Cllr Crawford	Cherry Hinton	Fulbourn Old Drift	Parking Restrictions - School keep clear at gate and single yellow restriction.	GREEN	Work Complete
Cllr Jones	Petersfield	Various around ward	Street lights - Install 4 no new streetlights to provide additional lighting on footpaths.	GREEN	Work installed on site, waiting on utility connections and shields for lights. Expect completion this financial year.
Cllr Ashwood	Trumpington	Long Road	MVAS unit and warning signs near the school.	GREEN	Work Complete
Cllr Jones	Petersfield	Brooklands Avenue	Signs / Lines - Clearer signage along the route and lining to identify that it is a dual use footway.	GREEN	Work Complete
Cllr Scutt	Arbury	Cunningham Close	Civils - Birdsmouth / knee-rail fencing positioned behind existing concrete bollards, extending fully to the boundary of existing footways.	GREEN	Work Complete
Cllr Whitehead	Abbey	New Street	Raised Feature - Build out the kerblin to narrow the carriageway and afford better visibility for pedestrians. This will require the removal of two on road parking spaces. Construct a new flat top hump which will provide a flush surface, and remove the existing round-top hump.	AMBER	Delegated decision needed for scheme. Expect completion this financial year. Submitted for pricing with contractor 14/01/2021.
Cllr Scutt	Arbury	French's Road	Civils - New dropped kerbs to access path. Change path to Shared use (as currently footpath only). Widen path at Harvey Goodwin Ave exit to allow more usable width and look to relocate bins at Frenchs Rd end.	GREEN	Order raised. Waiting on start date for work from contractor. Expect completion this financial year.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Whitehead	Abbey	Abbey Gardens	Parking restriction - Double yellows lines	GREEN	Work Complete
Cllr Jones	Petersfield	Tenison Road	Civils - Installation of 5 wooden bollards along the stretch of Tenison Road.	GREEN	Work Complete
Cllr Scutt	Arbury	Thirleby Close	Parking restrictions - Double yellow lines through the cul-de-sac and junction with Harding Way (except for disabled bay in turning head)	GREEN	Work Complete
Cllr Whitehead	Abbey	Whitehill Road	MVAS unit and reinstate junction markings	GREEN	Work Complete
Cllr Manning	Chesterton	High Street	Civils - Raise the mini roundabout possibly using bolt down solution. Probably requires a patch under and resurfacing to tie into roundabout edge. Renew surrounding road markings.	GREEN	Order raised. Waiting on start date for work from contractor. Expect completion this financial year.
Cllr Kavanagh	Romsey	Rustat Road	Civils - Widen existing gates by 1m and repaint them to remove the graffiti. Reinstate block paving in new location. Look to improve footpaths for pedestrians on either side with resurfacing and new bollards as required.	GREEN	Order raised. Waiting on start date for work from contractor. Expect completion this financial year.
Cllr Meschini	Kings Hedges	Cam Causeway	Parking restrictions - Install a verge parking ban between Nuffield Road and Laxton Way and double yellow lines on the western side of Cam Causeway at this location. This will not displace the parking but force the parking onto the carriageway only.	GREEN	Work Complete
Cllr Taylor	Queen Edith	Wulfstan Way	Parking Restrictions - Double yellow lines for short section outside numbers 19 and 21 Wulfstan Way	GREEN	Work Complete
Cllr Scutt	Arbury	Belmore Close	Parking restrictions - Double yellow lines through turning head	GREEN	Work Complete
Cllr Meschini	Kings Hedges	Northfield Avenue	Civils - Install a new informal crossing point north of mini roundabout, with new connecting footway either side and wooden bollards with reflective banding to highlight the location to drivers.	GREEN	Submitted for target costing 23/10/2020. Waiting on contractor to provide programme and revised costs. Expect completion this financial year.
Cllr Meschini	Kings Hedges	Cam Causeway	Civils / Signs - Install dropped crossing and tactiles, with bollards either side to highlight new crossing point. Install playground warning signs on all approaches.	GREEN	Work Complete
Cllr Taylor	Queen Edith	Cavendish Avenue	Raised Features - Installation of speed cushions along Cavendish Avenue to reduce vehicle speeds.	RED	Site Visits / Initial Designs shared with applicant. Waiting on responses from City and County Cllr regarding scheme. Likely to be difficult to complete on site this financial year due to lead in times.
Cllr Crawford	Cherry Hinton	Church End	Parking restrictions - Double Yellow Lines.	GREEN	Work Complete
Cllr Nethsinga	Newnham	Hedgerley Close and Conduit Road	Parking restrictions - Double Yellow Lines	GREEN	Work Complete
Cllr Richards	Castle	Mount Pleasant	MVAS unit.	GREEN	Work Complete
Cllr Jones	Petersfield	Bateman Street	Raised Features - Replace the existing block paved speed cushions with rubberised bolt-down cushions, provide new lining, bollards, and cycle symbols along extent of scheme.	AMBER	Site Visits / Designs approved by applicant. Traffic Regulation Order consultation commenced start of November 2020. To tie in with Greater Cambridge Partnership closures in Newtown area. Scheme submitted to contractor for pricing prior to Christmas break. Expect completion this financial year.

Huntingdonshire Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21
 Total Completed 17
 Total Outstanding 4

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Criswell	Pidley	B1040 High Street/ Oldhurst Road	Give Way feature	RED	Works programmed for 22/02/2021
Cllr Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Delayed due to ongoing discussions. Parish Council requested a meeting with resident on site to discuss outstanding issues and progress the scheme further. Lockdown prevents us from site meeting at this current time.
Cllr Gardener	Winwick	B660	30mph speed limit	RED	Delayed due to discussions with Parish. Plans agreed. Formal consultation finished on the 02/09/2020. Revised target to be requested by 01.02.2021.
Cllr Rogers	Upwood & The Raveleys	Raveley Road	Give Way Feature Great Raveley	RED	Works programmed for 01.03.2021

Current Schemes for 2020/21

Total LHI Schemes 25
 Total Completed 4
 Total Outstanding 21

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Wilson	Huntingdon	Hinchingbrooke	Footway widening	GREEN	Site clearance/Landscaping works completed. Lighting works programmed for 28/01/2021 Civil works programmed for 01/02/2021
Cllr Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	AMBER	Awaiting operational review Delivery date to be confirmed.
Cllr Wilson	Huntingdon	Buttsgrove Way near Thongsley School and Coneygear Park	Installation of pedestrian crossing	GREEN	Work complete
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	RED	Scheme to be delivered in 2021/22.
Cllr West	Great Paxton	High Street	Priority narrowing's	RED	Scheme to be delivered in 2021/22.
Cllr Bates	Hemingford Abbots	Common Lane, High Street and Ride away	Proposed 20 mph and 30mph speed limits	AMBER	Target cost received and works to be agreed with parish council to deliver prior to or tie in with resurfacing works being arranged by Maintenance Team.
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	AMBER	Clarification on target cost requested by Skanska, once received works order will follow
Cllr Gardener	Stow Longa	Stow Road/ Spaldwick Road	Provision of 40mph buffer zones, gateway features and provision of MVAS	AMBER	Target cost received, works order to follow.
Cllr Bywater	Elton	Overend	Proposed road narrowing and provision of a speed hump	AMBER	21/12/2020 was closing date for speed limit objections. Target cost for civil works received 23/12/2020 and exceeds budget. Parish Council made aware of the budget increase. Revised target cost received and awaiting programme date within financial year.
Cllr Criswell	Kings Ripton	Ramsey Rd	Provision of a Mobile Vehicle Activated Sign (MVAS)	AMBER	Target cost received, works order to follow.
Cllr Gardener	Ellington	Grafham Road & Thrapston Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and mounting posts	GREEN	Awaiting Balfour Beatty approval for unit to be mounted on lighting column, once received unit will be handed over to Parish Council.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Rogers	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	RED	Survey companies identified and brief being prepared. Delay as Station Road is closed until February 2021, survey can only be undertaken once it reopens. Unlikely to be carried out this financial year as traffic needs to return to "normal" level.
Cllr McGuire	Yaxley	New Road, Norman Cross	Waiting restrictions and parking restrictions	GREEN	Proposal agreed by the Parish Council. The majority of the works already completed. Contractor unable to finish off the works due to parked cars causing obstruction/ inconvenience.
Cllr Downes	Buckden	Mill Road	Provision of a Mobile Vehicle Activated Sign (MVAS). Improved lining and priority signage	AMBER	Mobile Vehicle Activated unit received. Final plans approved by Parish Council. Target Cost requested but not returned yet so the scheme may not be delivered this financial year.
Cllr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Equipment received. Posts requirements will be accommodated within speed limit.
Cllr Gardener	Great Staughton	The Causeway	Speed limit reduction to 30 mph and provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Target cost requested, awaiting return from contractor.
Cllr Criswell	Colne	B1050 Somersham Road	Footway improvement	GREEN	Works completed.
Cllr Bywater	Stilton	North Street, High Street and Church Street	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Equipment now received. Awaiting Balfour Beatty agreement for mounting units on lighting columns before the equipment gets supplied.
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	Scheme to be delivered in 2021/22.
Cllr Bates	Hilton	B1040 / Potton Road	Conduct a feasibility study	GREEN	Feasibility completed. Parish Council would like us to undertake further work to fully utilise their funds allocation.
Cllr Rogers	Warboys	Ramsey Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and 40 mph buffer zone	AMBER	Target cost received, works order to follow.
Cllr Fuller	St Ives	Footpath crossing Erica Road	Provision of crossing point and installation of knee-rail fence	RED	Scheme to be delivered in 2021/22.
Cllr Taylor	St Neots	Hawkesden Road, Priory Hill Road	Waiting restrictions	GREEN	Works completed.
Cllr Bywater	Holme	B660 Station Rd and B660 Glatton Lane	Provision of 30 mph speed roundel on a red high friction surface (HFS)	GREEN	Work complete
Cllr Gardener	Great and Little Gidding	B660 egress from and ingress to the village	Provision of new warning signs and markings, installation of 40 mph buffer zones and village gateway features	AMBER	Target cost received, budget increase to be resolved and works order to follow.

Fenland Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 14
 Total Completed 13
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Connor / Cllr Costello	Pondersbridge	B1040 (Ramsey Road, Herne Road) & Oilmills Road	Traffic calming	RED	Works completed on site, but road safety audit has highlighted some required remedial action, meetings held with Councillor and residents. Further scheme amendments are required, additional design work to be undertaken. Re-design being shared with road safety audit team and lighting team for review prior to sharing with applicant.

Current Schemes for 2020/21

Total LHI Schemes 10
 Total Completed 3
 Total Outstanding 7

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Gowing	Fenland Road Safety Campaign	Honey Farm Bends - Sixteen Foot	Installation of safety barriers	GREEN	Awaiting consent response from drainage board applied for Dec 2020. Documents prepared ready for target cost request.
Cllr King	Tydd St Giles	Black Dike	Bridleway bridge repairs	GREEN	Works complete
Cllr Tierney	Wisbech	South Brink	Traffic Calming	RED	Delayed due to engineer being re-deployed as part of Covid-19 response. Initial design undertaken, awaiting further response from applicant, contacted Dec 2020 and again in Jan 2021.
Cllr Hay	Chatteris	Wenny Road	Speed reduction measures	GREEN	Works complete
Cllr King	Parson Drove	Sealeys Lane	New Footway	GREEN	Design completed and now agreed with applicant, order raised, works programmed for 23/02/2021.
Cllr Connor	Benwick	Doddington Road	Mobile Vehicle Activated Sign	AMBER	Delayed due to works on active travel schemes. Unit ordered and received at depot, order raised for post installation in late Jan 21.
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	Works complete
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	RED	Delayed due to engineer being re-deployed as part of Covid-19 response. Further works required with street lighting, costing and policy & regulation to take place Jan 2021.
Cllr Connor	Doddington	High Street	Footway improvements	GREEN	Works order raised and programme for Feb 2021 half term.
Cllr King	Wisbech	North Brink	New one way	RED	Delayed due to work on active travel schemes. In detailed design, site visit undertaken and measures taken, topographical survey received to assist design.

East Works Programme

Current Schemes for 2020/21

Total LHI Schemes 13
Total Completed 1
Total Outstanding 12

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
ClIr Schumann	Reach	Fair Green	Vehicle length restriction	GREEN	Agreed with applicant. Traffic Regulation Order details sent to policy & regulation team on 18/01/2021 for advertising.
ClIr Goldsack	Viva Arts & Community Group	Spencer Drove	Carriageway widening / reconstruction	GREEN	Skanska to design and deliver, due to previous engagement with applicant. Invoice for funding dealt with, no further action required by CCC.
ClIr Dupre	Sutton	B1381	Mobile Vehicle Activated Sign	GREEN	Works complete
ClIr Hunt	Haddenham	Hill Row	Mobile Vehicle Activated Sign	RED	Delayed due to work on active travel schemes. In detailed design, awaiting Parish Council confirmation (chased 18/01/2021)
ClIr David Ambrose Smith	Littleport	Ten Mile Bank	Signing & Lining	GREEN	Applicant approved design. Works re-programmed due to operational issues, posts installed awaiting delivery of signs.
ClIr Hunt	Wilburton	High Street	Reduce vehicle speeds	RED	Delayed due to work on active travel schemes. Applicant has requested various additional options, awaiting final confirmation from Parish Council on design.
ClIr Bailey	Ely	Beresford Road	Zebra Crossing	AMBER	Design, lighting design and Road Safety Audit agreed and completed. Target Cost requested Jan 2021. Traffic Regulation Order being advertised end of Jan 2021.
ClIr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	RED	Delayed due to work on active travel schemes. In detailed design, additional information was required for design, this has now been gathered, scheme being shared with applicant and traffic regulation order required.
ClIr Schumann	Chippenham	High Street	Mobile Vehicle Activated Sign	AMBER	Delayed due to work on active travel schemes. Unit delivered to applicant, old signs disconnected and removed. Order raised Jan 21 for post installation.
ClIr Shuter	Westley Waterless	Brinkley Road	Traffic calming	RED	Site visit undertaken and applicants have requested a scope change away from the initial feasibility, still reviewing options.
ClIr Dupre	Witchford	Main Street	Footway widening	RED	Delayed due to additional workload within the service. Meeting with Parish Council undertaken Jan 21 to discuss proposals with pros & cons. Further design work taking place Feb 21.
ClIr Schumann	Snailwell	The Street	New Footway	RED	Amendments made in consultation with CCC structures team to be approved by applicant. Target Cost requested Jan 21.
ClIr Shuter	Lode	Lode Road	Mobile Vehicle Activated Sign	GREEN	Arranging delivery of unit whilst still following Government Covid guidelines.

South Cambridgeshire Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 17
 Total Completed 16
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Howell	Cambourne Parish Council	Eastgate	Zebra Crossing	RED	Delayed due to road adopted to become public highway and Covid-19 delays. Target cost submitted. Expect completion this financial year. Work order raised with contractor 20/01/2021

Current Schemes for 2020/21

Total LHI Schemes 18
 Total Completed 14
 Total Outstanding 4

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Batchelor	Bartlow	Three buffer zones on Linton Road, Camps Road and Ashdon Road Bartlow with gates to emphasise the speed limit.	Speed Limit - Three buffer zones on Linton Road, Camps Road and Ashton Road with gates to emphasise the speed limit.	GREEN	Work complete
Cllr Van Den Ven	Litlington	Bassingbourn Road	Speed Limit / Civils - New 50mph speed limit and footpath maintenance works.	AMBER	Speed limit works order installed. Waiting on start date from contractor, due to proximity to school works likely to take place during Easter break under full road closure, unless we can take advantage of new lockdown extending into early March.
Cllr Bradman	Fen Ditton	Village wide	MVAS	GREEN	Work complete
Cllr McDonald	Ickleton	Butchers Hill	Lining - Re-line existing edge line to help delineate between vehicular movements and pedestrian movements. Patch parts of the existing informal footway section to ensure pedestrians.	GREEN	Work complete
Cllr Harford	Girton	Various central locations within village	Raised Features / Speed Limit - Install 20mph zone on extents previously identified. Allow for additional 2 sets of speed cushions to be installed in the large gaps between existing calming features. Additionally Parish would like an MVAS with possible mounting locations to be determined later probably on existing street furniture.	AMBER	Submitted for pricing 08/12/2020. Expect completion before year end.
Cllr Kindersley	Arrington	A1198 Arrington village within 40mph and 30mph speed limits	MVAS unit and mounting posts.	GREEN	Work complete
Cllr Jenkins	Histon & Impington	Village wide - Impington Lane, The Coppice, New Road, Milton Road, New School Road, rear of Manor Park	Civils - Various footway works - either utilising overlay or inlay technique depending on the state of the specific path.	GREEN	Work complete

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Bradman	Horningsea	Village Wide	Signs / lines - new warning signs in village near bend of 40 mph buffer zones on both approaches plus relevant road markings.	GREEN	Work complete
Cllr Batchelor	Carlton	Church Road	Speed Limit - Install 40mph through Carlton Green ONLY.	GREEN	Work complete
Cllr Harford	Dry Drayton	Various locations around village	Flashing wig-wags and MVAS unit.	GREEN	Work complete
Cllr Kindersley	Wimpole & Orwell	Junctions at Fishers Lane and Hurdleditch Road (Orwell) Junction at Old Wimpole Road (Wimpole)	Signs / Lines - New signs to warn of junctions, red anti-skid to further highlight this, and new road markings as required to improve driver safety.	GREEN	Work complete
Cllr Batchelor	Balsham	Dolls Close, West Wickham Road, West Wrating Road, High Street, Cambridge Road and Linton Road.	MVAS unit.	GREEN	Work complete
Cllr Howell	Bourn	Broadway	Civils - Priority give way feature.	AMBER	Submitted for pricing 21/12/2020. Expect completion this financial year.
Cllr Nieto	Hardwick	Cambridge Road	Civils - Installation of priority give way build outs along Cambridge Rd.	AMBER	Design agreed and in for safety auditing. Intention is to tie in with a cycling team scheme later on this financial year. However dependent on contractor turning around pricing in swift manner and cycle scheme programme.
Cllr Smith	Swavesey	Boxworth End	Civils - Footpath maintenance	GREEN	Work complete
Cllr Batchelor	Horseheath	West Wickham Road	Signs / lines - Gateway treatment and highlighting existing 30mph limit further	GREEN	Work complete
Cllr Batchelor	West Wickham	Streetly End	Signs / Lines - New lining and signs at village entrances to highlight vehicles are entering 30mph limit.	GREEN	Work complete
Cllr Hickford	Harston	Cambridge Road	Civils - Island repair and maintenance	GREEN	Work complete

Trees

Countrywide Summary - Highway Service

Update as at 05.11.2020

Total to date Countywide (starting 1 January 2017)

Removed 193
Planted 2917

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 1st January 2017 to 31st March 2019	10	30	8	4	35	87
Planted 1st January 2017 to 31st March 2019	3	1	2752	0	0	2756
Removed 2019/2020	1	14	62	1	16	94
Planted 2019/2020	0	63	32	8	31	134

This financial year summary:

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 2020/2021	1	5	4	0	2	12
Planted 2020/2021	1	10	16	0	0	27

Comparison to previous month:

Dec-20	Removed	Planted
City	0	0
South	1	2
East	1	3
Fenland	0	0
Hunts	0	0
Total	2	5

Jan-21	Removed	Planted
City	0	0
South	1	5
East	1	0
Fenland	0	0
Hunts	0	0
Total	2	5

Please Note: This data comprises of only trees removed and replanted by Highways Maintenance and Highways Projects & Road Safety Teams (inc. LHIs) and Infrastructure and Growth. Whilst officers endeavour to replace trees in the same location they are removed, there are exceptions where alternative locations are selected, as per the county council policy. However trees are replanted in the same divisional area that they were removed.

2018 - 2678 new trees planted as Ely Bypass Scheme
Feb 2020 43 trees were removed in relation to the A1303 Road Safety Scheme in East
Feb 2020 25 trees countywide came down during the recent storms Ciara and Dennis (16 in East and 9 in Hunts)

Key

Background colour	Highlights
Green	Tree Replaced

Cambridge City Tree Works

Total Removed in Current Month JAN 0
Total Planted in Current Month JAN 0

Ward	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Number of trees Replaced in Area
Coleridge	Sandra Crawford	Coldhams Lane	6	Subsidence	Y	
Castle	Jocelynn Scutt	Frenchs Road	1	Obstruction	Y	
Castle	Claire Richards	Mitchams Corner	3	Obstruction	Y	
Newnham	Lucy Nethsingham	Skaters Meadow	1	Obstruction	Y	3
		Fendon Road	1	Major Scheme - Fendon Road Roundabout, replaces a tree removed previously in the year		1
-	-	Total	12	-	-	4

South Tree Works

Total Removed in Current Month JAN 1
Total Planted in Current Month JAN 5

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Comberton	Lina Nieto	Kentings	1	Diseased / Dead	Y	Y	1
Cottenham	Tim Wotherspoon	Twentypence Road	2	Natural Disaster	2017-12-02	2017-12-02	2
Duxford	Peter Topping	Ickleton Road	1	Diseased / Dead	2017-02-02	2017-02-02	1
Sawston	Roger Hickford	Mill Lane	12	Diseased / Dead	2017-12-02	2017-12-02	12
Little Shelford	Roger Hickford	Whittlesford Road	1	Obstruction	2018-10-25	2018-10-25	1
Longstowe	Mark Howell	High Street	1	Diseased / Dead	2017-10-10	2017-10-10	1
Oakington	Peter Hudson	Queensway	3	Diseased / Dead	2018-10-25	2018-10-25	3
Sawston	Roger Hickford	Resbury Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Bassingbourn	Susan van de Ven	North End	2	Diseased / Dead	2018-10-29	2018-10-29	2
Bourn	Mark Howell	Riddy Lane (behind 3 Baldwins Close)	1	Diseased / Dead	2018-10-29	2018-10-29	1
Grantchester	Lina Nieto	Barton Road	1	Diseased / Dead	2018-10-29	2018-10-29	1
Histon	David Jenkins	Parlour Close	1	Damaged	2017-12-02	2017-12-02	1
Girton	Lynda Harford	Thornton Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Grantchester	Lina Nieto	Mill Way	1	Subsidence	2018-10-29	2018-10-29	1
Little Wilbraham	John Williams	O/s 89 High Street	1	Obstruction	2018-06-01	2018-06-01	1
Waterbeach	Anna Bradnam	Clayhithe Road	1	Diseased / Dead	2019-03-11	2019-03-11	1
Bourn	Mark Howell	Riddy Lane (Church St) corner	4	Diseased / Dead	2019-11-04	2019-11-04	4
Hardwick	Lina Nieto	St Neots Rd	8	Diseased / Dead	2019-11-04	2019-11-04	8
							21
Comberton	Lina Nieto	Swaynes Lane	1	Obstruction	2020-02-27	2020-02-27	
Girton	Lynda Harford	Cambridge Road	1	Diseased / Dead	2020-04-30	2020-04-20	1
Foxton					2020-09-25	2020-09-25	2
Gamlingay	Sebastian Kindersley	Stocks Lane	1	Diseased / Dead	2020-11-02	2020-11-02	2
Gamlingay	Sebastian Kindersley	Northfield Close	1	Diseased / Dead	2020-11-02	2020-11-02	2
Grantchester	Lina Nieto	Coton Road	1	Dead	2020-12-02		2
Foxton	Caroline ilott	O/S 73 High street	1	Dead	2021-01-18	2021-01-18	1
-	-	Total	49		-	-	74

East Tree Works

Total Removed in Current Month JAN 1
Total Planted in Current Month JAN 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-09-01	1
Littleport	David Ambrose Smith	Queens Road no.5	1	Diseased / Dead	2017-03-24	2017-03-24	1
Ely	Anna Bailey	Angel Drove	1	Diseased / Dead	2017-09-01	2017-09-01	1
Ely	Bill Hunt	Main St, Lt Thetford No.16	1	Diseased / Dead	2018-09-20	2018-08-02	1
Ely	Anna Bailey	St Catherines	1	Diseased / Dead	2018-07-11	2018-07-11	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2018-07-11	2018-07-11	1
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-06-22	1
Ely	Anna Bailey	Witchford Road	2	Diseased / Dead	2020-07-16	2020-07-16	2
Burwell	Josh Schumann	Causeway	1	Diseased / Dead	2018-11-19	2018-11-19	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2019-05-11	2019-05-11	1
Sutton	Lorna Dupre	Bury Lane	1	Diseased / Dead	2019-09-25	2019-09-25	2
Lode	Mathew Shuter	Northfields	1	Removed in Error	2020-01-27	2020-01-27	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2020-02-10	2020-02-10	1
Stow cum Quay / Lode / Swaffham Bulbeck	Mathew Shuter / John Williams	A1303	43	A1303 Safety Scheme	2019-11-19	2019-11-19	
Dullingham	Mathew Shuter	Brinkley Road	3	Natural Disaster	2020-20-10	2020-20-10	1
Dullingham	Mathew Shuter	Station Road	2	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Broad Green	5	Natural Disaster	2020-20-10	2020-20-10	1
Soham	Mark Goldsack	Northfields	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	Newmarket Road	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2020-20-10	2020-20-10	1
Chippenham	Josh Schumann	Chippenham Rd	1	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Ditton Green	1	Natural Disaster	2020-20-10	2020-20-10	1
Sutton	Lorna Dupre	The Row	1	Dead	2021-01-14	2021-01-14	3
Lt Thetford	Anna Baily	Ely Rd	1	Natural Disaster	2020-15-09	2020-15-09	
-	-	Total	74	-	-	-	26

Additional Trees

Parish	Cllr name	Location	Number of trees	Replaced Date	Planted Narrative - Which trees are being replaced (Location)
Witchford	Lorna Dupre	plot of land	70	Phased rollout - On-going	70 Trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Witchford	Lorna Dupre	plot of land	26	Phased rollout - On-going	26 further trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Ely		Ely Bypass Project	2678	Project completed in 2018	Number of trees planted as part of the Ely Bypass Scheme
-	-	Total	2774	-	-

Total planted per area = 2800

Fenland Tree Works

Total Removed in Current Month JAN 0
Total Planted in Current Month JAN 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Wisbech	Samantha Hoy	Westmead Avenue	1	Diseased / Dead	2018-02-20	2018-02-20	1
March	Janet French	Elliott Road (Avenue Jct with)	1	Diseased / Dead	2018-02-20	2018-02-20	1
Wisbech	Simon Tierney	Southwell Rd	1	Natural Disaster	2018-02-20	2018-02-20	1
March	Janet French	Elwyndene Road	1	Diseased / Dead	2018-05-21	2018-10-23	1
Wisbech	Samantha Hoy	Rochford Walk	1	Diseased / Dead	2019-08-01	2019-08-01	1
-	-	-	-	-	-	-	3
-	-	Total	5	-	-	-	8

Huntingdon Tree Works

Total Removed in Current Month JAN 0
Total Planted in Current Month JAN 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Eaton Ford	Derek Giles	Orchard Close	2	Diseased / Dead	2018-03-27	2018-10-29	1
Elton	Simon Bywater	Back Lane	1	Subsidence	2018-03-27	2+C8:G329/10/2018	1
Fenstanton	Ian Bates	Harrison Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Godmanches ter	Graham Wilson	Cambridge Villas	3	Diseased / Dead	2018-03-27	2018-10-29	3
Hartford	Mike Shellens	Longstaff Way	1	Subsidence	2018-03-27	2018-10-29	1
Hemingford Grey	Ian Bates	The Thorpe	1	Natural Disaster	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Coldhams North	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Mike Shellens	Norfolk Road	2	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Queens Drive	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Natural Disaster	2018-03-27	2018-10-29	1
Wyton	Ian Bates	Banks End	1	Diseased / Dead	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Warboys	Terence Rogers	Mill Green	2	Subsidence	2018-03-27	2018-10-29	2
Fenstanton	Ian Bates	Little Moor	1	Diseased / Dead	2018-03-27	2018-10-29	1
Hartford	Mike Shellens	Arundel Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Tom Sanderson	Horse Common Lane	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller	Chestnut Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
St Neots	Simone Taylor	Cromwell Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
Yaxley	Mac McGuire	London Rd/Broadway	1	Natural Disaster	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Subsidence	2018-03-27	2018-10-29	1
Hilton	Ian Bates	Graveley Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Brampton	Peter Downes	Buckden Road O/S Golf Club	1	Natural Disaster	2018-10-17	2018-10-17	1
Godmanches ter	Graham Wilson	O/S School	1	Obstruction	2018-10-17	2018-10-17	1
Huntingdon	Graham Wilson	Claytons Way O/S no 13	1	Diseased / Dead	2018-10-17	2018-10-17	1
Ramsey	Adela Costello	Biggin Lane O/S 29	1	Natural Disaster	2018-10-17	2018-10-17	1
Ramsey Heights	Adela Costello	Upwood Rd O/S Clad's Cottage	1	Diseased / Dead	2018-10-17	2018-10-17	1

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Subsidence	2018-10-17	2018-10-17	
Hemingford Grey	Ian Bates	High St O/S no 2	1	Diseased / Dead	2018-10-17	2018-10-17	
St Ives	Ryan Fuller & Kevin Reynolds	Michigan Road	3	Dead	2019-06-18	2019-06-18	
St Ives	Ryan Fuller & Kevin Reynolds	Acacia Road	1	Subsidence	2019-06-18	2019-06-18	
Bluntisham	Steve Criswell	High St O/S no 2	1	Dead	2019-07-24	2019-07-24	
Bluntisham	Steve Criswell	Sayers Court	1	Diseased / Dead	2019-07-24	2019-07-24	
Hemingford Grey	Ian Bates	Green Close	1	Dead	2020-01-09	2020-01-09	
Brington	Ian Gardener	High Street	1	Natural Disaster	2020-02-10	2020-02-10	
Great Stukeley	Terence Rogers	Ermine Street	1	Natural Disaster	2020-02-10	2020-02-10	
Bury	Adela Costello	Tunkers Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Warboys	Terence Rogers	Ramsey Rd	1	Natural Disaster	2020-02-10	2020-02-10	
St Ives	Ryan Fuller & Kevin Reynolds	Harrison Way	1	Natural Disaster	2020-02-10	2020-02-10	
Hemingford Grey	Ian Bates	Marsh Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Ramsey	Adela Costello	Wood Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Offord Cluny	Peter Downes	New Road	1	Natural Disaster	2020-02-10	2020-02-10	
Godmanches ter	Graham Wilson	West Street	1	Natural Disaster	2020-02-10	2020-02-10	
Woodhurst	Steve Criswell	West End	1	Dead	2020-08-06	2020-08-06	
Pidley	Steve Criswell	Warboys Road	1	Dead	2020-09-01	2020-09-01	
-	-	Total	53	-	-	-	31

Summary of Place & Economy establishment (P&E) - Data reported as of 31st January 2021

The table below shows:






- Number of FTE employed in P&E
- Total number FTE on the establishment
- The number of “true vacancies” on the establishment. We are now only reporting the vacancies from our establishment, which means there is a single source.

Notes on data:

- The percentage of “true vacancies” in P&E as of the 31st January 2021 was 23.1% of the overall establishment of posts (93.7 FTE vacant, from an overall establishment of 404.8 FTE)
- Please be advised that as of the 31st January 2021, 9 vacancies (8.74 FTE) were in progress to be filled, i.e. a candidate was being progressed through the recruitment process. Assuming these posts were subsequently filled, the total percentage of vacancies across P&E reduces to 21.4%.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		311.1	93.7	404.8	23.1%
Environment & Commercial Services	Energy	8.6	0.0	8.6	0.0%
	Flood Risk Management	14.7	3.5	18.2	19.2%
	Historic Environment	9.6	1.0	10.6	9.4%
	County Planning Minerals & Waste	10.8	8.5	19.3	44.2%
	Waste Disposal including PFI	7.3	2.0	9.3	21.4%
Environment & Commercial Services Total		51.0	15.0	66.0	22.8%
Highways	Asst Dir - Highways	2.0	0.0	2.0	0.0%
	Asset Management	11.0	6.0	17.0	35.3%
	Highways Maintenance	35.6	3.0	38.6	7.8%
	Highways Other	9.0	3.0	12.0	25.0%
	Highways Projects and Road Safety	40.6	15.5	56.1	27.7%
	Park & Ride	16.0	1.0	17.0	5.9%
	Parking Enforcement	15.0	2.2	17.2	12.8%
	Street Lighting	5.0	2.0	7.0	28.6%
	Traffic Management	44.4	4.3	48.7	8.8%
Highways Total		178.5	37.0	215.6	17.2%
Infrastructure & Growth Total	Asst Dir -Infrastructure and Growth	2.0	8.0	10.0	80%
	Growth and Development	14.8	1.0	15.8	6.3%
	Highways Development Management	15.0	13.0	28.0	46.4%
	Major Infrastructure Delivery	23.6	15.0	38.6	38.9%
	Transport &Infrastructure Policy & Funding	14.3	1.0	15.3	7.0%
Infrastructure & Growth Total		69.7	38.0	107.7	35.3%
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.9	3.6	15.5	30.2%
Exec Dir Total		11.9	3.6	15.5	23.2%

Monthly Tracker of P&E True Vacancies

	Sum of True Vacancies			
	Dec-20	Jan-21	Feb-21	Mar-21
Environment and Commercial Services	14	15 		
Highways	37.8	37 		
Infrastructure and Growth	25	38 		
Exec Director (Including Connecting Cambs)	3.6	3.6 		
Total	80.4	93.7 		

Environment and Sustainability Committee Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

To: Environment and Sustainability Committee

Meeting Date: 11 March 2021

From: Executive Director: Place & Economy, Steve Cox

Electoral division(s): All

Key decision: No

Outcome: To review the Committee's agenda plan and training plan, and to consider 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 the Council to provide clear leadership to the community in partnership with citizens, businesses and other organisations.

Recommendation: The Environment and Sustainability Committee is recommended to:

- a) Review its agenda plan attached at Appendix 1;
- b) Review its training plan attached at Appendix 2;
- c) Note the extension to the term of the appointment to Conservators of the River Cam, as detailed in Appendix 3.

Officer contact:

Name: Monika Balazs
Post: Democratic Services Assistant
Email: monika.balazs@cambridgeshire.gov.uk
Tel: 01223 699 831

Member contacts:

Names: Cllr Joshua Schumann
Post: Chair
Email: joshua.schumann@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1. The Committee will review its agenda plan and training plan at every meeting.
- 1.2. It is important that the Council is represented on a wide range of outside bodies to enable the Council to provide clear leadership to the community in partnership with citizens, businesses and other organisations.
- 1.3. Appointments to Outside Bodies and Internal Advisory Groups and Panels are agreed by the relevant Policy and Service Committee

2. Main Issues

- 3.1. The Environment and Sustainability Committee appoints to Outside Bodies on an annual basis, and at its meeting on 28th May 2020, the Committee appointed Councillor Anna Bradnam as its representative to Conservators of the River Cam.
- 3.2. However, it has been brought to the Council's attention that the River Cam Conservancy Act 1922 requires the Conservators to be appointed for a three-year term. The intention of the Act is that Conservator appointments by each of the four appointing bodies be for three years, but staggered, so that there is continuity.
- 3.3. Under Clause 9 (1) of the Act, the City Council appointees were required to retire on the 1st January 1924 and every three years after that, those appointed by the University Senate on the 1st January 1925, and those appointed by the County Council and what is now the EA on the 1st January 1926. At the end of the three-year term, a retiring Conservator can be re-appointed, or a new appointment made.
- 3.4. Therefore the Committee is asked to note that the term of the appointment is for three years, running until 31st December 2022.

3. Alignment with Corporate Priorities

- 3.1 A good quality of life for everyone

There are no significant implications for this priority.

- 3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

There are no significant implications for this priority.

4. Significant Implications

4.1 There are no significant implications within these categories:

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

Environment and Sustainability Policy and Service Committee Agenda Plan

Published on 1st March 2021

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 Report – The Council's Virtual Meeting Protocol has been amended so monitoring reports (including the Finance report) can be included at the discretion of the Committee.
- 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
11/03/21	Finance Report		Not applicable	26/02/21	02/03/21
	Civic Hub – Investment case	Claire Julian-Smith	2021/029		
	Schools Low Carbon Heating Investments	Chris Parkin	2021/006		
	Babraham Road Park and Ride Smart Energy Grid Investment Decision	Sheryl French	2021/009		
	Sunnica Solar Farm Development	David Carford	Not applicable		

Committee Date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
08/04/21 (reserve)				25/03/21	29/03/21
03/06/21	Finance Report			28/05/21	01/06/21
	Adoption of the Cambridgeshire and Peterborough Minerals and Waste Local Plan following receipt of the Inspector's Report.	Emma Fitch	2021/016		
	Notification of the Appointment of the Chairman/Chairwoman and Vice Chairman/Chairwoman	Democratic Services			
	CUSPE – Tackling Climate Change Through Community-Based Networks and Resources	Dustin McWherter	Not applicable		
24/06/21 (reserve)	Finance Report		Not aplicable	11/06/21	15/06/21
08/07/21	Finance Report		Not aplicable	25/06/21	29/06/21
12/08/21 (reserve)	Finance Report		Not aplicable	30/07/21	03/08/21
16/09/21	Finance Report		Not aplicable	03/09/21	07/09/21
21/10/21	Finance Report		Not aplicable	08/10/21	21/10/21

Committee Date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
18/11/21 (reserve)	Finance Report		Not aplicable	05/11/21	29/11/21
09/12/21	Finance Report		Not aplicable	26/11/21	30/11/21
13/01/22	Finance Report		Not aplicable	05/11/21	29/11/21
10/02/22 (reserve)	Finance Report		Not aplicable	05/11/21	29/11/21
10/03/22	Finance Report		Not aplicable	05/11/21	29/11/21
14/04/22 (reserve)	Finance Report		Not aplicable	05/11/21	29/11/21
12/05/22	Finance Report		Not aplicable	05/11/21	29/11/21

To be scheduled: Trees & Woodland Strategy (Key Decision) - Emily Bolton/Phil Clark

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

Environment and Sustainability Committee Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

To: Environment and Sustainability Committee

Meeting Date: 11 March 2021

From: Executive Director: Place & Economy, Steve Cox

Electoral division(s): All

Key decision: No

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Officer contact:

Name: Monika Balazs
Post: Democratic Services Assistant
Email: monika.balazs@cambridgeshire.gov.uk
Tel: 01223 699 831

Member contacts:

Names: Cllr Joshua Schumann
Post: Chair
Email: joshua.schumann@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1. The Committee will review its agenda plan and training plan at every meeting.
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- Engagement and Communications Implications
- Localism and Local Member Involvement
- Public Health Implications

CAMBRIDGESHIRE COUNTY COUNCIL APPOINTMENTS TO OUTSIDE BODIES: POLICY & SERVICE COMMITTEES

NAME OF BODY	MEETINGS PER ANNUM	REPS APPOINTED	REPRESENTATIVE(S)	CONTACT DETAILS	GUIDANCE CLASSIFICATION	COMMITTEE TO APPROVE
Conservators of the River Cam The Conservators are the statutory navigation authority for Cambridge between the Mill Pond in Silver Street to Bottisham Lock with lesser responsibilities up-stream to Byron's Pool.	4	1 3 year appointment from 01/01/20 to 31/12/22	Councillor A Bradnam (LD) [Sub – Councillor T Wotherspoon (Con)]	Tom Larnach River Manager Conservators of the River Cam Clayhithe Office, Waterbeach Cambridge, CB25 9JB 01223 863785 river.manager@camconservators.org.uk	Other Public Body representative	Environment and Sustainability

