

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

This is the updated minutes action log as at 6<sup>th</sup> March 2019 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

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

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
105.	ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT	Rob Sanderson Democratic Services / Mairead Kelly Internal Audit	a) To inform Internal Audit of the Committee's requirement that it should review the costs of the project and what lessons could be learnt and that their conclusions should be shared with this Committee.	<p>Internal Audit were contacted on 19<sup>th</sup> April and confirmed on 20<sup>th</sup> April that they had already agreed (at the March Audit and Accounts Committee) to look at the Ely Bypass project as part of a review of capital budgets overspends and variations. Due to the complexity of the investigation with regard to the above project, the high level review has been delayed and instead, Internal Audit have been concentrating on the Ely Bypass.</p> <p>The most recent update is that the report will now be scheduled to go to the May 2019 meeting of Audit and Accounts Committee.</p> <p>.</p>	<b>ACTION ONGOING</b>

## ACTIONS FROM THE 13<sup>TH</sup> SEPTEMBER COMMITTEE MEETINGS 2018

151.	<b>FINANCE AND PERFORMANCE REPORT – JULY 2018 - Cycling way uptake</b>	<b>Andy Preston Assistant Director Infrastructure and Growth / Mike Soper Research Team Manager</b>	Whether data from existing traffic counters could monitor the take up on new cycleways as a way of showing their value and as a criteria to measure their success.	At the October meeting it was reported that this data would be challenging to make available on a monthly basis in the F&P Report, but publishing it as an open data set on a 6 monthly basis would be more achievable.  An email was sent to the Committee providing a number of links with email reproduced as Appendix 1 to this Action Log.	<b>ACTION COMPLETED</b>
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## SPECIFIC ACTIONS FROM THE 6th DECEMBER COMMITTEE MEETING 2018

186.	<b>TRANSPORT SCHEME DEVELOPMENT PROGRAMME - REVIEW OF SIFTING CRITERIA</b>	<b>Karen Kitchener / Matthew Bowles</b>  <b>Transport and Infrastructure</b>	There was a request to consider within the new safety criteria air quality as part of the review.	Officers have confirmed that the further review would consider this request and include the conclusions.  This report was originally scheduled to come back in February then for this meeting. However as some of the data to review the sifting criteria is still being compiled and therefore the Executive Director and Chairman have agreed that the report should be re-scheduled for the May Committee meeting.	<b>ACTION ONGOING</b>
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SPECIFIC ACTIONS FROM THE 10th JANUARY COMMITTEE MEETING 2019					
202.	FINANCE AND PERFORMANCE REPORT – NOVEMBER 2018	Action: / Mike Davies / Jo Shilton	In discussion the success was highlighted in obtaining sponsorship funding to fully finance the current Bikeability Scheme for the forthcoming year. It was agreed that as a good news story officers should co-ordinate a press release, ensuring it highlighted those officers and elected Members who had been involved in the negotiations that had secured the additional funding.	<p>Mike Davies and Jo Shilton (the latter from the Communications Team) are still currently looking at the final detail regarding this request. This will include a further meeting with Cambridge Assessment to clarify whether the contribution is one-off or an ongoing contribution.</p> <p>The Committee will be circulated with the final communications release when prepared.</p>	ACTION ONGOING
SPECIFIC ACTIONS FROM THE 7 <sup>TH</sup> FEBRUARY COMMITTEE MEETING 2019					
210.	RLW WATERBEACH NEW TOWN EAST PLANNING APPLICATION	Juliet Richardson	<p>Councillor Bradnam raised issues regarding:</p> <ul style="list-style-type: none"> <li>social isolation due to the first occupations being geographically separated from Waterbeach village</li> <li>the adequacy of the Waste Water provision as Waterbeach was already close to capacity.</li> </ul>	<p>In addition to the issues raised by Councillor Bradnam at the meeting additional detail was provided in a subsequent e-mail to officers following the meeting.</p> <p>The officer has met with Councillor Bradnam to go through some of the issues and as they involve South Cambridgeshire District Council, a further joint meeting was being sought to discuss them with the Councillor.</p>	ACTION ONGOING

212.	<b>EXTENDING THE FUNDING ON CONTRACTUAL BUS SERVICES TO THE END OF 2019-20 FINANCIAL YEAR</b>	<b>Executive Director / Paul Nelson</b>	Officers agreed to provide a written response to the Committee with more detail on the levy arrangements, its cost to the Council, including an explanatory breakdown of the full costs of subsidising the exiting bus services covered and how the current decisions had come about.	A response was provided in an email dated 18 <sup>th</sup> February included as Appendix 2 to these minutes.	<b>ACTION COMPLETED</b>
214.	<b>FINANCE AND PERFORMANCE REPORT – DECEMBER 2018</b>	<b>Andy Preston</b>	One Member raised a query on page 268 on the graph titled 'Average journey time during the morning peak period' regarding why the target time line had risen between 2016-2017.	<p>The officers agreed to look into this and write to the Committee outside of the meeting.</p> <p>An initial response was provided on 5<sup>th</sup> March explaining the target had changed from 3.7 miles in 2015-16 to 4 miles for both 2016-17 and 2017-18.</p> <p>Officers were looking to the reasons for changing the target figures from 2013 onwards.</p>	<b>ACTION ONGOING</b>

## APPENDIX 1

### DATA FROM EXISTING TRAFFIC COUNTERS

Please find a link to the main 2018 **weekly data** release here: <https://data.cambridgeshireinsight.org.uk/dataset/cambridgeshire-annual-cycle-counts-2018>

To support this release and future releases around the automated traffic counters, we have also released a dataset with a bit more detail about the counters themselves, specifically their physical locations:

<https://data.cambridgeshireinsight.org.uk/dataset/location-automatic-road-traffic-and-cycle-counters-cambridgeshire>

The nature of the dated technology of the counters means that across 2018, there were a number of points where no data could be extracted due to technology failures/maintenance issues. To support the narrative about how with a strong network greater insight can be gained, we have released **daily counts** for June 2018 also as this was a point where the most counters were in operation due to some maintenance work. <https://data.cambridgeshireinsight.org.uk/dataset/cambridgeshire-daily-automatic-cycle-counter-count-june-2018>

We have summarised the above within a published data story to help guide users looking to use the data through why there are gaps and the acknowledgement that there is a need to update the network to add value: <https://data.cambridgeshireinsight.org.uk/story/building-robust-cycle-monitoring-network-cambridgeshire>

Kind regards

**Jamie Leeman**  
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Cambridgeshire County Council

## APPENDIX 2

### FURTHER DETAIL REGARDING EXTENDING THE FUNDING ON CONTRACTUAL BUS SERVICES TO THE END OF THE 2019-20 FINANCIAL YEAR

Dear Economy and Environment Committee

Further to the consideration of the report titled 'Extending the Funding on Contractual Bus Services to the end of 2019-20 financial year' at the 7<sup>th</sup> February Economy and Environment Committee and the request for more detail by Councillor David Jenkins on the reasons for the extension and the amounts included in the levy, please find below additional clarification provided by the Executive Director Place and Economy.

"The responsibility for passenger transport policy and commissioning passed from the County Council to the Combined Authority when it was created. For the last two years, the Combined Authority has asked CCC to continue providing the service on its behalf. It has asked the County Council to do so again in 2019/20 given that the Strategic Bus Review has only just reported and so it will still be some time until different arrangements for planning for and procuring bus services are in place.

The provision of subsidised bus services, community transport and concessionary fares are subject to a levy between the Combined Authority and the County Council. As the responsibility for this area of policy sits with the Combined Authority, they have the ability to decide on the service level required

and thus spend and then require the County Council to raise the funding to provide that level of service. Given the work that is underway following the Strategic Bus Review, the Combined Authority has asked the County Council to continue providing the same level of service in 2019/20 as in 2018/19. It is expected that the County Council budgets for subsidised bus services, community transport and concessionary fares for 2019/20 will cover the likely spend on these areas. Although the spend on subsidised bus services is likely to be greater than budget, the spend on concessionary fares is likely to be less and the two should broadly balance. There is also funding that was granted to CCC by government for the provision of community transport services available in the reserve account, should additional funding be needed.

The reason this issue was brought to Committee is that a procurement exercise to provide the bus services for 2019/20 is needed and as the County Council will be undertaking that process, it is appropriate that the authority is given through a County Council Committee.

You may also find helpful the extract from the Minutes of the Cambridgeshire and Peterborough Combined Authority Board meeting held on 30<sup>th</sup> January set out below with relevant text highlighted, including details of the amounts of the transport levy for each authority.

**Extract from Minutes of CPCA Board meeting 30 January 2019:**

**6. TRANSPORT LEVY**

6.1. Discussions have taken place throughout the year on the impact of the Transport Levy with Cambridgeshire County Council and Peterborough City Council. Whilst it is understood and accepted that the Transport Levy needs to be set this year, **the most effective way to operate in 2019/20 will be to base this on existing budgets** and minimise the impact of the change whilst the options for the future are considered.

6.2. **This funding will remain with the respective highways authorities to continue to operate** the services in 2019/20 and the Department for Transport (DfT) devolved funding for Transport will continue to be passported to both of the highways authorities. The respective authorities have the staff and expertise to continue to operate the services effectively whilst the new modes of operation are fully considered over the next 12 months. This will allow continuity of service and minimal impact on the public whilst the options are properly considered by the Combined Authority and stakeholders.

6.3. **The Transport Levy is based upon 2019/20 budgets as provided by the respective Councils. The Levy, which has been formally agreed with both Councils is, for Cambridgeshire County Council £8.738m and Peterborough City Council £3.631m.**

Kind regards

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