

ENVIRONMENT AND GREEN INVESTMENT COMMITTEE



Thursday, 16 January 2025

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

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

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

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

- 1 Apologies for Absence and Declarations of Interest**
Guidance on declaring interests is available in [Chapter 6 of the Council's Constitution \(Members' Code of Conduct\)](#)

- 2 Minutes - 28 November 2024** **5 - 20**

- 3 Public Questions and Petitions**

KEY DECISIONS

OTHER DECISIONS

- 4 Business Plan and Budget 2025-30** **21 - 72**

5	North East Cambridge	73 - 112
6	Fens and Lincs Reservoirs NSIP Proposals	113 - 126
7	Agenda Plan, Training Plan, and Appointments to Outside Bodies and Internal Advisory Groups and Panels	127 - 128

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The Environment and Green Investment Committee comprises the following members:

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

Clerk Name:	Jenna Harron
Clerk Telephone:	01945482685
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Environment and Green Investment Committee: Minutes

Date: 28 November 2024

Time: 10:00 a.m. – 12:03 p.m.

Venue: Red Kite Room, New Shire Hall, Alconbury Weald

Present: Councillors Lorna Dupré (Chair), Nick Gay (Vice-Chair), Anna Bradnam, Steve Corney, Piers Coutts, Ian Gardener, Mark Goldsack, John Gowing, Ros Hathorn, Catherine Rae, Mandy Smith and Andrew Wood.

218. Apologies for Absence and Declarations of Interest

Apologies were received from Councillors Ferguson, Tierney and Count (substituted by Councillor Goldsack).

In relation to Item 5, Milton Household Recycling Centre Redevelopment, Councillor Bradnam declared that as the Local Member for the Waterbeach division, the Centre sat within her division.

219. Minutes – 3 October 2024 and Action Log

The minutes of the meeting held on 3 October 2024 were agreed as a correct record and signed by the Chair.

An updated Action Log had been circulated to the Committee and updates were noted at the meeting.

220. Petitions and Public Questions

No petitions or public questions were received.

221. Community Energy Action Plan

The Committee was presented a report on an action plan to support community energy in Cambridgeshire. A stakeholder engagement exercise ran from July to September 2024 which received 140 responses, 82% of which supported the Council adopting the plan, though East Cambridgeshire District Council was not supportive of adopting the plan.

There were 11 actions in the plan. Six of these actions supported the development of community energy projects: setup of a community energy cooperative, funding for project feasibility and development studies, employing a community development officer, guidance and advice on how to develop typical projects, brokering relationships between community and local groups, and search for suitable sites for community energy projects. There were four actions on domestic energy efficiency: promoting grant uptake, raising awareness of innovative energy tariffs, supporting renewable

retrofit schemes, and promoting uptake of grants among private landlords. The final action was an education and awareness action where the Council would work with Cambridgeshire Carbon Footprints and Cambridgeshire Retrofit Hub in its delivery.

Action effectiveness would be monitored in terms of carbon savings, bill savings, grants secured, number of residents engaged, and number/capacity of projects brought forward. The budget remained as agreed in Full Council in February 2024 at £338k revenue budget over two years from the Just Transition fund.

The following issues were raised in relation to the report:

- Battery energy storage was discussed as work done by the Council on domestic energy efficiency. Its value would depend on the type and use of a building, including whether most of its energy use was at off-peak times.
- The community energy co-op would be intended to facilitate projects in communities that do not have the necessary skills or capacity. Furthermore, the education and awareness raising action looked to tailor opportunities for less affluent communities, such as the Warm Homes local grant and cheaper energy tariffs for those with smart meters.
- A Member queried whether the Council would enforce heating projects without encouraging an understanding of their benefits. It was stated that there had been a government consultation on the development of heat network zones and local authorities' role in delivering on them, however it was expected that more information would be available as this progressed.
- In response to a Member query about promoting insulation, officers explained that individual circumstances and building type would impact the effectiveness of insulation and heat sources. Though insulation upgrades had been promoted through the actional energy scheme and Cambridgeshire retrofit partnership, it might have been dissuasive to advise to insulate before installing a heat pump.
- Members praised the report and expressed support of local community energy projects, sharing examples where they had worked well, stating it would be good to enable communities to take energy projects into their own hands.

It was resolved unanimously to:

- a) Note the responses and conclusions of the consultation on the Draft Community Energy Action Plan.
- b) Agree to the adoption of the Council Community Energy Action Plan, as set out in Appendix C of this report.

222. Milton Household Recycling Centre Redevelopment

The Milton Household Recycling Centre (HRC) redevelopment project started in 2020, when outline designs for the site were presented to the Environment and Sustainability Committee. Included were the bidders' tender costs showing that the capital costs were estimated to be in line with the budget allocation, allowing for 10% contingency sum.

The report also included a risk register detailing the types of risks and potential impacts after mitigating actions. Potential risks included changes in government/statutory regulations and fly tipping. The Council had discussed the importance of clearly communicating the site closure and alternative options to deter fly tipping.

Running in parallel was the Environmental Permit application required to operate the site, an amendment to the existing site permit.

The Committee was asked to agree the recommendations for the project to progress to the detailed design and construction, the temporary closure of the Milton site, and introduction of a booking system at the three nearest sites (Thriplow, Witchford and Bluntisham) to manage displaced volumes of materials during construction of the new site. The new split-level site design would improve the safety environment for residents and staff, remove the need to close the site while exchanging waste containers, and increase the capacity of the site for use by the growing population in Cambridgeshire. If approved, the approximate 42-week construction phase would start in September or October 2025.

The Chair invited comments from the Local Members.

Presented were comments from Councillor Thompson, representing Northstowe, who suggested the redevelopment of Milton HRC would represent a vital investment in waste management for the area. The plans would offer significant benefits supporting the needs of local residents. The proposed reuse shop would provide access to good quality items at low cost whilst supporting sustainability and economic benefits, which would align with the community's commitment to reducing waste and promoting sustainable practices. Councillor Thompson urged the committee to ensure clear education campaigns and communication about alternative arrangements during development to deter fly tipping and maintain environmental quality in the area.

Councillor Bradnam, representing Milton with the busiest HRC in Cambridgeshire, identified that it was a vital resource and expressed support for the new two-tier design. Though she had expressed concern about drainage, she had been reassured this would not be a problem with the new site. Councillor Bradnam emphasised that it would be positive to liaise with South Cambridgeshire District Council to provide as much support as possible during the transition. She also expressed concern over the potential impacts on the nearby reuse charity shop, Emmaus, suggesting that the new recycling centre might be charitably generous to allow Emmaus, which provided homes for the homeless, to continue operating. Officers clarified that items which had gone into the recycling centre would belong to the contractor, Thalia. However, the Local Authority could discuss this with Thalia and Emmaus to ascertain potential impacts and solutions that could be given to support Emmaus wherever possible. **ACTION REQUIRED**

Representing Histon and Impington, Councillor Hathorn spoke in support of the new facility, and identified the period of closure as the tension point in the development. She requested that Members be kept informed of the communication plan, particularly in South Cambridgeshire, East Cambridgeshire, and Cambridge City, as well as acknowledging the cross-border relations with Suffolk and Norfolk which might also need to be involved. An officer clarified the signposted sites during closure would be the three nearest sites with booking systems in place. Suffolk and Norfolk had already been moving to a booking system. Officers suggested that with a timetable in place, the Local

Authority could move forward with communications with respective parties around the site closure including receiving input from district colleagues. ACTION REQUIRED

Arising from discussions of the report:

- A Member queried whether there was any indication of the volume of materials being redistributed to which of the three alternative sites, expressing concern that the redistribution might be unbalanced. Officers acknowledged the Local Authority could not categorically identify how much waste would be distributed to which sites, stating the Milton site had approximately 6-7k tonnes of material to be redistributed (pro rata), and that the booking system would aim to manage and accommodate this, encouraging users to be thoughtful about their approach and use of alternative sites.
- A Member commended the safety and ease of use of the HRC in Witchford and queried whether the new split-level site in Milton would be similarly constructed. An officer confirmed it would be similar, however would not be covered, explaining the reason for this was that the site was within the Cambridge Green Belt, and the design had to be sympathetic and maintain openness for this reason. This included wider impacts such as the need to reduce the use of lighting wherever possible.
- The booking system was raised by a Member, querying whether it might be removed if found that it acted more as a prohibitor than succour during the construction period. An Officer explained that the booking system used during Covid had to be updated to allow advancements to be made. Emphasis was on the flexibility of the booking system to prevent local residents being turned away, as well as preventing lengthy queues. Officers would ensure it would engagement with key colleagues to ensure that communications with the local communities would be clear and 'user friendly' at the point the system was required.
- Officers stated that conversations would be had with Thalia to identify redeployment of its staff during the reconstruction of the Milton site. ACTION REQUIRED

It was resolved unanimously to:

- a) Approve the preferred option to proceed with construction of the Milton Household Recycling Centre (HRC) as set out in Section 3 of the report.
- b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice Chair of the Environment and Green Investment Committee, to award and execute a contract to the successful Design and Build Contractor.
- c) Approve the temporary closure of Milton HRC and the introduction of a booking system for the three nearest alternative HRCs, for the management of additional traffic and tonnages while the Milton HRC would be temporarily closed for construction.

223. Cambridgeshire Flood Mitigation Programme Update

Officers presented a report on the update to the Council's Flood Mitigation Programme. This had been produced from a local flood risk management strategy, which prompted a review of priority areas for future schemes. This, along with investigations into flooding instances, fed into the priority areas taken forward as part of the transition plan.

The programme was broken down into three stages. Stage 1 included walking through priority areas with professionals from the highways framework and meeting with communities to identify flooding hotspots. Resulting from this, 18 locations had been identified, and 100 potential options had been put forward. Following a cost benefit analysis, 40 of these options had been discounted. Stage 2 reviewed the feasibility of the shortlisted options and put these into a plan. Finally, Stage 3 focused on the deliverability of the scheme, with the Local Authority's intention to commence with the 'quick wins' straight away and larger schemes possibly returning to Committee for approval depending on their threshold.

The types of schemes included simple remedial works, improving existing infrastructure, introducing new infrastructure, introducing landscape features upstream, building evidence for policy, and building a future programme with potential funding available.

Though locations had been identified with shortlisted options, the Council would be flexible with their plan depending on issues arising from work completed in July 2024, flooding which had occurred since the report, and issues highlighted by partner reports.

In response to the report:

- Officers clarified that the criteria used to draw up the list of risk areas was primarily focused on surface water flooding, with additional consideration given to access issues and damage to property. The Local Authority had also worked with other agencies, including the Environment Agency regarding their actions, and Anglian Water to identify the areas most affected. A Member raised concern over an area between Landbeach and Waterbeach which had previously experienced issues with flooding, noting that it had not been included in the report. An officer replied that no areas would be ruled out as future pieces of work could look into these.
- A Member queried whether officers would contribute to planning applications going forward to guide on possible flooding issues. It was confirmed that on local planning sites and major applications, the team would engage to ensure their comments would be submitted. However, regarding monitoring whether their recommendations were implemented, this would fall within the remit of the local planning authority. Should they be made aware that their comments had not been implemented, they would work together with the relevant authority.
- A Member identified that there were several advisory groups set up regarding flood reviews but queried who, if anyone, had monitored or overseen them. Another Member identified the reason for this was because Parish Councils were not empowered to raise funds to address issues of flooding, however flood groups could, therefore the groups and Parish Councils would sometimes work collaboratively. Officers confirmed that they monitored issues raised within the

groups and made connections where issues overlapped between multiple groups. Resolving matters raised was financially beneficial and provided more deliverability when working together with other groups, therefore the Local Authority would get involved with as many of those groups as practicably possible.

- The Chair identified the two separate types of groups set up: the community flood groups which were set up, supported and overseen by the Local Authority, as well as the groups resulting from the Anglian Water unilateral piece of work. It was suggested that it would be helpful to have a graphical representation or map identifying the areas covered by community flood groups or Anglian Water groups. ACTION REQUIRED
- In response to a Member query around flooding in community areas or private land which affected the individual's income, officers identified that there had been a number of areas where access to residences could provide a potential risk to residents' safety, more so than internal flooding. Where such residents or communities were isolated, this could impact access by emergency services. Such an example highlighted that no area would be out of the realm of consideration.
- An officer identified a piece of work which the Local Authority was involved with in collaboration with Anglian Water and the Environment Agency called 'Future Fens'. This looked at the long-term future of the Fenlands, including valuation of agricultural land.
- A Member queried whether the Local Authority could work together with navigation applications, such as Waze and Google, to inform on flooding improvement work and emergency flood responses for the safety and convenience of road users using navigation tools. Officers acknowledged there were set processes in place for managing diversion routes, however agreed to take the suggestion away regarding communication with navigation applications. ACTION REQUIRED
- Officers confirmed that developments could be reviewed if found that planned flood prevention systems were insufficient, however specified the need to differentiate between whether the plan genuinely did not work, compared with the perception that it did not work.

It was resolved unanimously to:

- a) Note the progress made in relation to the Cambridgeshire Flood Risk Programme as set out in paragraph 3.1.1 of this report and the planned work for stages two and three of the programme set out in paragraph 3.2.1.
- b) Approve the recommended option to progress the proposed projects to stages two and three of the Cambridgeshire Flood Risk Programme based on the findings of the stage one work.
- c) Note that the medium and large schemes (defined in paragraph 3.6.4 of this report) would come back to the Environment and Green Investment Committee for approval before any stage three project is commenced.

- d) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice Chair of Environment and Green Investment Committee, to authorise the delivery of small schemes (as defined at 3.6.3) in the programme including the procurement, award and execution of any contracts in relation to these projects.

224. Corporate Performance Report

The Committee was presented a report on the performance up to September 2024 (Quarter 2). Full indicators showed good performance regarding digital connectivity, exceeding the target around gigabit connections and close to target on superfast broadband. Indicators regarding planning measure around county matters showed excellent performance getting determinations within agreed timescales. The carbon indicator showed good progress (Scope 1 was on target to achieve the ambition for net zero by 2030, there was good progress made around Scope 2, and challenges around Scope 3 given it was a difficult target to achieve particularly around carbon from construction and the rural estate). The Local Authority was unable to provide an updated set of indicators regarding waste, however this would be available the next time this Committee would review performance.

The Committee received information on the revised performance framework (concerning strategic indicators in the future) which was previously agreed by the Strategy, Resources and Performance Committee and would start to be reported upon next time the Committee would review performance. However, it was stated there were two indicators being developed in relation to biodiversity and woodland cover.

The report also covered risk, integrated with performance and finances, of which three high risks were presented. The first high risk was in relation to finance for the whole directorate due to the overspend particularly around waste and delay in securing energy income. The Local Authority was building safeguards to mitigate future overspend. The second high risk stated was health and safety, due to the importance and potential impact should an incident occur. The Council would take further assurances to ensure health and safety was fully embedded in all operations. The third high risk mentioned was in relation to waste, particularly the waste strategy review which would remain a significant issue until the Local Authority could come to a decision around the future waste strategy, for which a final recommendation would be sought as soon as possible to bring the matter to conclusion in the upcoming Spring. Finally, a significantly reduced risk regarding sustainable drainage systems had been mentioned. There had been the potential of additional responsibility resting with local authorities, however the latest government information stated it was not their intention to pass this burden to local authorities, therefore the risk was downgraded until further information was known.

Following the report:

- Though acknowledging waste and recycling centres had experienced recovery, a Member queried the amount of household waste per head which appeared to have stabilised. Officers stated it had slightly decreased over time, though confirmed it had recently been stable, suggesting this had been because green waste would change from year to year. However, this report only covered Quarter 1, where Quarter 2 would be reported on at a later Committee.

- A Member outlined that energy use had been stated as a single line, however this encompassed electricity, gas and oil. Where electricity had increased and gas had decreased, the Member sought a breakdown. Decarbonisation led to a shift away from gas and increased use in electricity with renewable energy. A further review of the estate was needed to get it to the smallest possible size. This would optimise the estate and impact on energy consumption. In addition, a programme was in place to replace street lighting with LED lighting which would impact electricity use.
- Though acknowledging improved access to superfast broadband, a Member expressed concern over the cost of that access. It was explained that the Connecting Cambridgeshire team had supported communities by accessing applicable vouchers and that the digital inclusion programme worked to support individuals, however the Local Authority had limited influence regarding market dynamics.
- Members and officers discussed how a graph relating to indicator 226 displayed information regarding emissions which had increased and performance which had thus decreased. It was discussed that the critical point was the space below the line of trajectory. Officers agreed to review how the information was presented to identify whether it could be clearer. ACTION REQUIRED
- In response to a Member request regarding indicator 150B, officers confirmed it would be possible to isolate Fenland and provide a breakdown regarding recycling. ACTION REQUIRED

It was resolved unanimously to note and review performance and risk information outlined in this paper.

225. Finance Monitoring Report – October 2024

The report presented to Committee outlined the position as of October 2024 where the directorate had an overspend of £1.9m. Three of the key issues relating to environment and green investment which drove the overspend were summarised.

Contributing to the overspend were assumptions around timeframes for energy projects to be completed and generate electricity, thus creating an income stream to the Council. The most significant of these projects was the North Angle Solar Farm which had been connected and was starting to create an income for the Council by exporting energy to the grid. This income had not yet been factored into the year's budget assumption. Additionally, the St Ives and Babraham energy projects were stated as being on track for completion by the end of the financial year.

As highlighted in the risk report, waste disposal had also contributed to the overspend, though this period had seen a reduction due to the transfer of allocations from a waste reserve, contributing to the cost of additional waste disposal. However, the overspend remained as a result of securing additional resources to help with the strategy.

Finally, though energy projects remained on site and therefore their final positions could not yet be confirmed, there were no projections or forecasting of any overspends or slippage on capital.

Resulting from the report:

- A Member expressed concern over the £4.5m underperformance on energy projects against forecast plans. It was felt there was an issue with efficiency and the authority's ability to deliver the projects. Though it was acknowledged that there were some unforeseen costs incurred, concern was raised over the quality, timescale, and overall cost of the projects. An officer identified that the projects, having been commissioned several years prior, were currently being managed by a team who started only 18 months prior. Resulting from the projects, this team had a good understanding on the lessons learned from the two key issues: the way they were initially commissioned and putting the forecast into the budget. A revised structure was implemented as a result, where all complex projects would be managed by the head of complex infrastructure, and there would be careful reviews on whether these types of projects would be commissioned in the same way going forward.
- A Member highlighted that the historic projects which had been completed had yielded lessons, and there were no further projects currently in the pipeline. Having reviewed the community energy action plan, it was acknowledged this would be up to the next administration deliver. A Member suggested learning lessons from the previous projects was critical before taking on new projects, and that the framework around environment projects had changed on a national level, therefore there would be new routes around climate and clean energy to address.
- A Member noted the £2m overspend stated in the outturn variance 2024-25 report and queried how that would be brought back to a balanced position. An officer acknowledged that it would be optimistic to get to a fully balanced position, however significant mitigation to overspend had been made through income in other parts of the directorate reporting to other committees. This included enhanced controls over workforce requests and third-party expenditures, acknowledging it would be difficult to reduce some third party spends, particularly PFI contracts.
- A Member acknowledged that there had been significant challenges over the years in delivering energy projects, such as connectivity. However, lessons had been learned and progress made. The Council had the ambition several years prior to produce ground-breaking, visionary projects to support the energy network. She commended the resulting projects including North Angle Farm, St Ives, the Smart Energy Grid Project, solar panels on the Babraham Park and Ride, and more.
- Looking back at the Council's energy projects, a Member commended the previous administration which had been inventive and pushed the boundaries to take on the projects. Another Member felt that their complexity had not been fully recognised from the outset and queried whether the authority had learned and developed more realistic expectations for future projects. Officers stated that lessons had been learned through reviews conducted on all projects to ascertain risks and optimism bias. A Member emphasised the importance of reviewing the Lessons Learned report commissioned by the Council to identify where support structures had not been in place at the time of the projects' inception where their complexity, risk, and financial preparation had not been fully identified.

It was resolved unanimously to review and comment on the report.

226. Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

The Committee noted its Agenda Plan.

Chair

Environment and Green Investment Committee – Minutes Action Log

This is the updated action log, as of 8 January 2025, and it captures the actions arising from recent Environment and Green Investment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

Minutes of the Committee Meeting Held on 3 October 2024

Minute No.	Agenda Item	Officer(s)	Action	Comments	Status
214.A	Climate Change and Environment Strategy Progress Report and Annual Carbon Footprint 2023-2024	Emily Bolton (buildings) / Rachel Unwin (Highways)	In discussion around the construction of buildings and highways, a Member queried what might be done to offset the most damaging elements of construction. It was agreed to provide further detail around the decarbonisation of highway construction, and that once further information on the topic is known, a members' seminar would discuss the impact of construction activities on the Council's carbon footprint.	19/11/2024: This information is being worked on and an update will be provided to Members in due course. 03/01/2025: Further information being collated on decarbonisation of buildings and highway construction (separately) to circulate as briefings during January 2025. Members seminar scheduled for 26/02/2025.	Ongoing
214.B	Climate Change and Environment Strategy Progress Report and Annual Carbon Footprint 2023-2024	Eithne George	Provide a timeline to Members for the report on the emissions from agriculture within the coming couple of months.	19/11/2024: Discussions are underway with colleagues in the property team to ensure that this information is provided alongside action 214.C below.	Complete

				3/1/2025: A briefing was provided to members on 19 September at the Rural Estates member training session and on 9 December at the Farms Working Group (cross party member group) regarding the consultant's report on agricultural emissions.	
214.C	Climate Change and Environment Strategy Progress Report and Annual Carbon Footprint 2023-2024	Eithne George	Officers would work with the Rural Estate Team to put a note together providing further information on the rural estate tenant farmers surveyed which would be shared with Committee Members.	19/11/2024: In line with action 214.B above, officers are in discussions with colleagues in the property team to ensure that this information can be presented at the same time. 3/1/2025: A briefing was provided to members on 19 September at the Rural Estates member training session and on 9 December at the Farms Working Group (cross party member group) regarding the consultant's report on agricultural emissions.	Complete
214.D	Climate Change and Environment Strategy Progress Report and Annual Carbon Footprint 2023-2024	Eithne George / Hilary Tandy	A Member asked whether Cambridgeshire worked with its neighbouring counties, particularly upstream, regarding water controls, both in retaining water at times of drought and flood prevention at times with excessive	19/11/2024: Discussions are taking place with colleagues in the Flood Team to ensure that further details can be shared in relation to work undertaken with upstream neighbours.	Complete

			rain. Officers agreed to provide more detail of works undertaken with upstream neighbours and share with Committee Members.	22/11/2024: An email was circulated to all E&GI members (including subs) that provided this information.	
215.	School Low Carbon Heating Project Approvals	Chris Parkin	A Member queried whether reports had been completed to summarise the successes of previous low carbon heating projects in schools as well as the resultant learning. It was agreed to provide this informational report to Committee Members.	04/11/2024: A report will be provided in December. This will enable data up to the end of November to be included, reflecting the latest heating season operational data. 20/12/2024: Briefing note circulated to all E&GI members (including subs).	Complete

Minutes of the Committee Meeting Held on 28 November 2024

Minute No.	Agenda Item	Officer(s)	Action	Comments	Status
222.A	Milton Household Recycling Centre Redevelopment	Andrew Smith	Cllr Bradnam expressed concern over the potential impacts on the charity shop, Emmaus, of the new Milton HRC taking some of its stock source. Officers clarified that items which had gone into the recycling centre would belong to Thalia. However, the Local Authority could discuss this with Thalia and Emmaus to ascertain potential impacts and solutions	06/01/2025: Initial conversations programmed to take place with Thalia this month to ascertain any potential impacts and solutions that could be given to support Emmaus ahead of contacting them.	In Progress

			that could be given to support Emmaus wherever possible.		
222.B	Milton Household Recycling Centre Redevelopment	Andrew Smith	Cllr Hathorn requested that Members in South Cambs, East Cambs, and City be kept informed of the communication plan, as well as acknowledging the cross-border relations with Suffolk and Norfolk. Officers suggested that with a timetable in place, the Local Authority could move forward with communications with respective parties around the site closure including receiving input from district colleagues.	06/01/2025: Details of the communications plan are starting to be drafted, and once initial input has been received from colleagues in the Contact Centre, the contractor and also key partners, then a timetable and further details will be shared wider with Elected Members.	In Progress
222.C	Milton Household Recycling Centre Redevelopment	Andrew Smith	Officers stated that conversations would be had with Thalia to identify redeployment of its staff during the reconstruction of the Milton site.	06/01/2025: Initial conversations have already commenced with Thalia to ascertain any redeployment of its staff during the reconstruction of the Milton site.	In Progress
223.A	Cambridgeshire Flood Mitigation Programme Update	Richard Whelan / Hilary Tandy	It was suggested that it would be helpful to have a graphical representation or map identifying the areas covered by community flood groups or Anglian Water groups.	06/01/2025: Details being discussed with wider agencies to progress this request.	In Progress

223.B	Cambridgeshire Flood Mitigation Programme Update	Richard Whelan	Cllr Goldsack queried whether the Local Authority could work together with navigation applications, such as Waze and Google, to inform on flooding improvement work and emergency flood responses. Officers acknowledged there were set processes in place for managing diversion routes, however agreed to take the suggestion away regarding communication with navigation applications.	06/01/2025: Initial conversations programmed to take place with highway colleagues this month to ascertain the current processes in place for managing this and if more can be done on this.	In Progress
224.A	Corporate Performance Report	Frank Jordan	Members and officers discussed how graph relating to indicator 226 displayed information regarding emissions which had increased and performance which had thus decreased. Officers agreed to review how the information was presented to identify whether it could be clearer.	06/01/2025: Potential changes currently being discussed and agreed improvements will be used moving forward.	In Progress
224.B	Corporate Performance Report	Frank Jordan	In response to a request from Cllr Gowing regarding indicator 150B, officers confirmed it would be possible to isolate Fenland and	06/01/2025: Waste colleagues now have the information to allow this to be produced and circulated this month.	In Progress

			provide a breakdown regarding recycling.		
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Business Plan and Budget 2025-26 – 2029-30

To: Environment and Green Investment Committee

Meeting Date: 16 January 2025

From: Executive Director of Place and Sustainability
Executive Director of Finance and Resources

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Executive Summary: This report summarises the draft 2025-30 Business Plan and Budget, as presented to the Strategy, Resources and Performance Committee on 17 December 2024, related to this committee including progress updates on the Council's Strategic Framework and seven ambitions.

Recommendations: The Committee is asked to:

- a) Consider and scrutinise the proposals relevant to this Committee within the Business Plan and Budget 2025-26 – 2029-30 put forward by the Strategy, Resources and Performance Committee on 17 December 2024.
- b) Recommend changes and /or actions for consideration by the Strategy, Resources and Performance Committee at its meeting on 28 January 2025 to enable a Business Plan and Budget to be proposed to Full Council on 11 February 2025.
- c) Note the proposed schedule of fees and charges relevant to this Committee included at Appendix 2.

Officer contacts:

Name: Frank Jordan, Executive Director of Place and Sustainability

E-mail: Frank.Jordan@cambridgeshire.gov.uk

Name: Michael Hudson, Executive Director of Finance and Resources

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1. Creating a greener, fairer and more caring Cambridgeshire

1.1. The Strategic Framework 2023-28 sets out the Council's high-level approach for achieving the vision of a greener, fairer and more caring Cambridgeshire through seven 'ambitions':

- **Ambition 1:** Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes
- **Ambition 2:** Travel across the county is safer and more environmentally sustainable
- **Ambition 3:** Health inequalities are reduced
- **Ambition 4:** People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs
- **Ambition 5:** People are helped out of poverty and income inequality
- **Ambition 6:** Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised
- **Ambition 7:** Children and young people have opportunities to thrive

1.2. As the primary statement of the Council's strategic direction, the Strategic Framework is the main reference point for everything the Council plans and delivers for local communities. The refreshed Strategic Framework, approved at Strategy, Resources and Performance Committee in October 2024, sets out the progress the Council has made towards delivering the seven ambitions since they were launched in April 2023.

1.3. The Council aims to achieve these ambitions by becoming 'Closer to Communities', working with residents and partner organisations to make services more responsive to the diversity of people and places in Cambridgeshire. Doing this effectively requires the Council to be an evidence-led, listening organisation that is responsive to resident priorities. The annual Quality of Life Survey enables the Council to have an ongoing dialogue with residents so it can understand what matters most to Cambridgeshire's people and communities. The insights generated from this annual survey, together with resident feedback from the Council's budget engagement and consultation exercises, inform the development of the Council's business planning priorities and allows it to track delivery progress of the seven ambitions.

2. Background

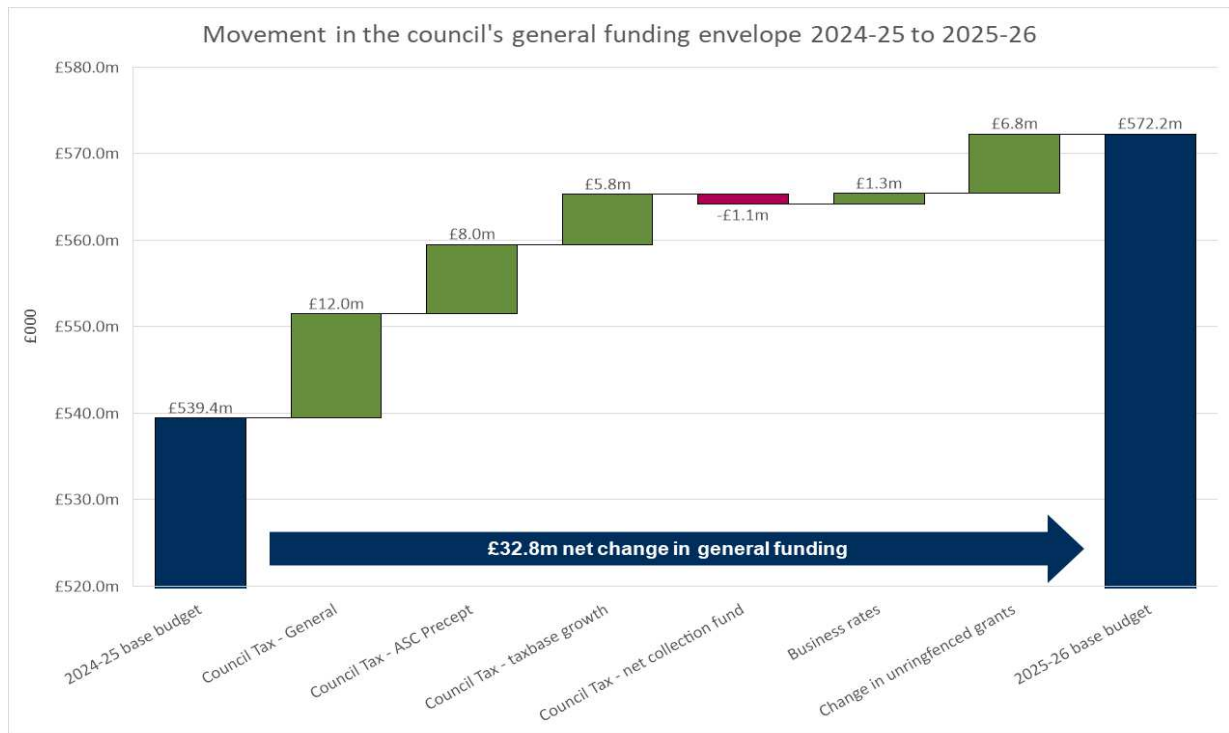
2.1 The draft 2025-30 Business Plan and Budget presented at Strategy, Resources and Performance Committee at its meeting on 17 December 2024 details how the Council will continue delivering against its seven ambitions, respond to resident feedback and set a legal budget.

2.2 This Committee, alongside other Policy and Service committees will consider the draft business plan and budget proposals, and any feedback will be

presented to Strategy, Resources and Performance Committee at its next meeting on 28 January 2025 for consideration of recommending budget proposals to Full Council on 11 February 2025.

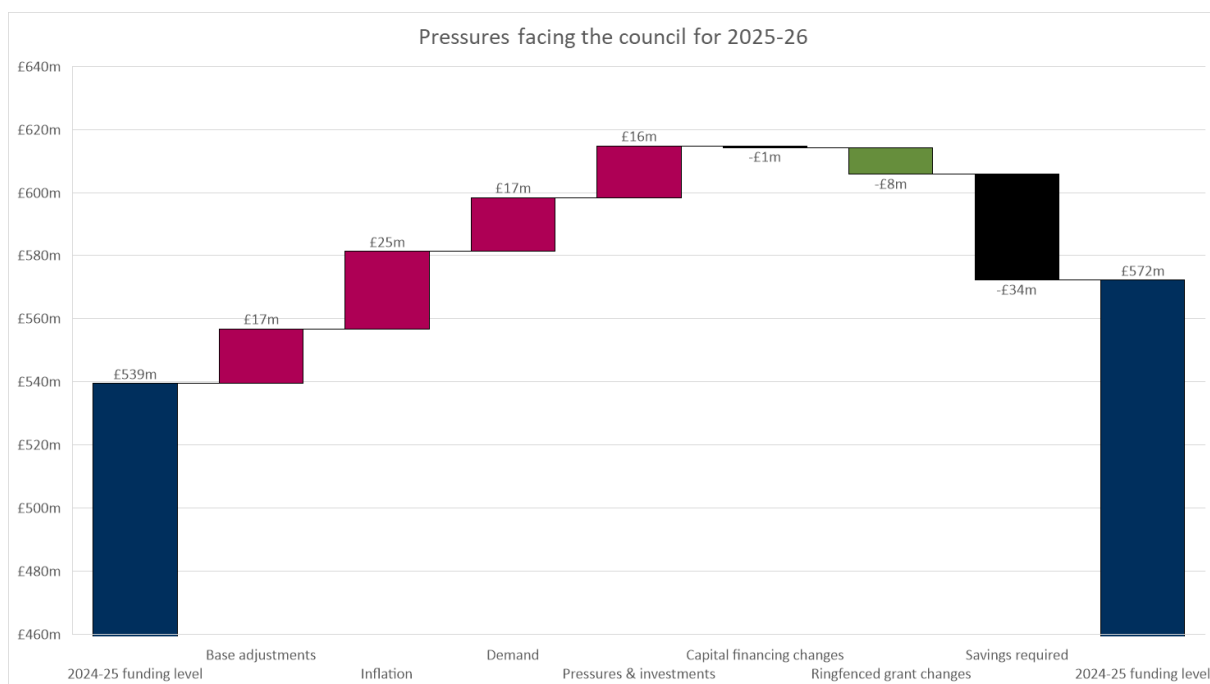
2.3 At this stage, the Council is projecting to see a net increase of general funding of £32.8 million. This comprises a 4.99% increase in Council Tax, changes to the taxbase for Council Tax, increased business rates income and a net increase in general government grants.

Chart 1 – Movement in funding envelope 2024-25 to 2025-26



2.4 Following updates to pressure projections, we reported a projected budget gap of £39 million for 2025-26 in an update to Strategy, Resources and Performance on 31 October 2024, an increase of £16 million from the previous business plan forecasts. Whilst the budget of the Council is increasing year on year, allowing it to continue investing in important local services, the budget is not growing fast enough to keep pace with the pressures arising from the issues described at 2.7. Latest estimates now show over £75 million of cost pressures, offset by a £32.8 million increase in our general funding and £8.5 million increase in ring-fenced grants, giving a gap to find of £34.2 million for 2025-26.

Chart 2 - Pressures facing the Council for 2025-26



2.5 The overall impact of the additional investments the Council is making and the compound pressures set out in the chart above means that to secure a legal budget, the Council is required to find efficiencies/savings or additional income of £34 million for 2025-26.

2.6 To achieve this sustainably, the Council will need to change the way it operates at an organisation-wide level so that it can drive maximum economic, social and environmental value from the services it provides and commissions. ‘Our Future Council’ change strategy, approved at Strategy, Resources and Performance Committee in October 2024, sets out a long-term vision for reshaping the way the Council operates. The strategy will help enable the Council to remain financially sustainable over the medium to long term and retain the capability and capacity to deliver its ambitions. In addition, each of the Council’s five directorates have developed proposals for the coming years that will allow the Council to continue investing in priorities that will deliver its ambitions, whilst making savings through careful recalibration of the way services are provided.

Table 1 - How the balanced budget is arrived

	£m	£m
Pressures, investments and adjustments	75.5	
Budget Changes		75.5
Less funding changes:		
Change in ringfenced grants		-8.5
Change in general grants	-6.8	
Proposed Council Tax increase	-20.1	
Council Tax taxbase and collection fund	-4.6	
Business rates income	-1.3	
General funding increase		-32.8
Funding envelope changes		-41.3
Total gap to find		34.2
Savings identified	-32.6	
Changes in income, excluding schools	-1.3	
Add: reverse out previous year reserves budget	11.8	
Less: reserves use	-12.1	
Total Gap remaining		0.0

2.7 Against that context, the report includes a further forecast for 2026-27 to 2029-30. This brings into focus key change programmes that have begun or will begin in 2025 to help determine the future shape and funding of the Council to achieve a balanced budget in each of the years remaining of the current Strategic Framework. Nevertheless, the Council continues to have a budget gap in the remaining years of the medium-term:

Table 2 - Revised medium-term budget gaps

Year	2026-27	2027-28	2028-29	2029-30
Latest unidentified savings gap	£17.7 million	£10.2 million	£21.8 million	£23.6 million

2.8 The Council is continuing to invest capital funding in the county's infrastructure, such as schools, roads and social care facilities. The full capital programme for 2025-30 (and onwards to 2035) is set out in Tables 4 and 5 of Appendix 1 along with indicative sources of funding available. The programme for 2025-26 proposes a total budget of £140 million for capital expenditure, and a medium-term programme of £881 million.

Table 3 - Capital Programme by Directorate 2025-30

	Prev Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Yrs £000	Total £000
Children, Education and Families	168,424	44,495	85,083	40,072	16,076	9,644	11,487	375,281
Adults, Health and Commissioning	462	8,544	19,857	18,683	15,451	15,653	29,650	108,300
Place and Sustainability	153,188	73,215	44,486	20,949	19,367	1,592	12,460	339,257
Finance and Resources	13,813	11,768	6,874	3,411	3,432	2,643	9,288	51,229
Strategy and Partnerships	4,753	1,189	170	30	-	-	-	7,117
Total Budget	340,640	139,211	156,470	83,145	54,326	29,532	62,885	881,184

- 2.9 The total programme for 2025-26 as it currently stands requires £139.2 million of funding which includes £56 million from borrowing. The cost of capital is expected to continue rising over the medium-term, exceeding £46 million by 2027-28. Although the capital programme has been prioritised to ensure that the expected cost of capital is within the prudential limit set by the capital strategy for 2025-26, we are very close to the limit in all years of the medium-term and so re-prioritisation may be required if there are any further capital spend requirements.
- 2.10 Subsequent to these projections made in early December 2024, the provisional local government finance settlement was announced on 18 December 2024. This confirmed several grant allocations for the Council for 2025-26, with them broadly in line with our expectations. In particular, an increase in the social care grant of nearly £6.5 million (ringfenced to both children’s and adults’ care) provides funding to underpin our inflationary and demand pressures, and a new £1.5 million children’s prevention grant is likely to fund commitments in the business plan. The provisional settlement had several gaps that are awaiting the final settlement in February 2025, particularly confirming how much funding councils would get to offset the increase in employers’ national insurance, and ultimately it isn’t until the final settlement that our funding numbers can be fully confirmed. Broadly speaking though, notwithstanding that, the provisional settlement was in line with expectations and estimates made in this draft business plan.
- 2.11 At the same time, we are receiving updated taxbase and business rates estimates from district councils, and therefore a full update of the draft business plan will be presented to Strategy, Resources and Performance Committee in January.

3. Directorate Overview in relation to Environment and Green Investment

- 3.1 Overall, it is proposed the Place and Sustainability Directorate will receive a £121 million gross budget in 2025-26, including total growth of £11 million. This budget will support continued investment in services the directorate delivers and commissions, including waste disposal, flood risk management, nature and biodiversity management, highways maintenance, road safety, active travel, and major infrastructure delivery. Through these services, the Council will further realise the aims of Strategic Framework Ambitions 1, 2 and 6.
- 3.2 The delivery of services by Place and Sustainability takes place against a backdrop of an increasing national focus on the role of local government in achieving central government's missions to drive economic growth and support the transition to Net Zero.
- 3.3 Much of this activity will be delivered in partnership with the Cambridgeshire and Peterborough Combined Authority (CPCA), district/city councils and through the Greater Cambridge Partnership Joint Committee, local business and institutions.
- 3.4 The recently published 'Shared Ambition' document by the CPCA sets out a framework of 14 joint commitments across these partner organisations to drive economic growth and development across Cambridgeshire and Peterborough until 2050. The 'Shared Ambition' has informed the development of key priorities for the region, in advance of the development of a 'Local Growth Plan' for Cambridgeshire and Peterborough that will be submitted to the Government in support of the delivery of the forthcoming National Industrial Strategy.
- 3.5 As such the directorate will be leading on the production of an Economic Framework for the County Council to clarify and confirm its strategic role with partners.
- 3.6 The work of the directorate impacts on the lives of everyone living, working, learning and travelling through Cambridgeshire every day and for providing leadership in relation to significant environmental services.
- 3.7 The most significant environmental service the directorate manages is waste disposal. Each year, the Council manages the disposal of around 320,000 tonnes of household waste, which is just under 425kg per person, and spends £50 million per annum on this single responsibility alone. Recycling, reuse, recovery and composting in the county is above average rates, currently sitting at around 56%. However, the directorate is reviewing these services to ensure the best value for money for residents, whilst also improving the long-term environmental performance of our waste disposal arrangements. A strategic review of the current waste contract is currently being undertaken, with the potential to drive significant savings over 2026-27 and 2027-28 depending on the timescale for the implementation of the changes. This business plan reflects

the need for investment whilst this review is completed and implemented; but also outlines indicative net savings that could be achieved in future years from 2026/27 onwards. However, it must be emphasised that these figures will only be confirmed once the review is completed and the timescales for the implementation of any changes are fully understood.

- 3.8 The Council also continues on its the journey to achieve its net zero targets and is working to respond to climate change through investment in decarbonisation, enhancing the natural environment and improving water management.
- 3.9 To date, the directorate has enabled the Council to reduce its direct carbon emissions by 42% and has developed several major energy projects that will not only provide income to the Council during the business planning period but also provide renewable energy sources for the Council and some communities.
- 3.10 By drawing on the experience of delivering these projects, the Council will now focus on supporting local communities to develop local green energy generation projects by working with local groups to implement schemes through the Community Energy Action Plan.
- 3.11 The Council also plans to deliver significant upgrades in the county's electric vehicle charging infrastructure over the coming three years through a multi-million-pound central government grant, and it is also investing £6 million in streetlighting to cut its own energy costs through the installation of LED bulbs.
- 3.12 Some of the services the directorate provides are regulatory in nature, supporting and protecting residents and the environment – for example planning, and the natural and historic environment. In relation to planning, the directorate will seek to represent the needs of local people through its role as a statutory consultee. For Nationally Significant Infrastructure Projects (NSIPs), this involves working with applicants to develop their proposals to ensure they come forward in the best ways possible for the local community, including through presenting Local Impact Reports (LIR), and negotiating Section 106 funding and community legacy funding through legal agreements.
- 3.13 The directorate will continue to strive to deliver effective customer services to those residents receiving these services and ensure it performs its regulatory function in line with the relevant statutory duties. Furthermore, the delivery of key services, projects and initiatives will be designed in a way to support and respond to change within the population so that we can support the Council's aim of being 'Closer to Communities'.

Table 4 – Place and Sustainability budget position 2025-26

Heading	2025-26 £000	Comments
Opening gross budget	107,453	
Base adjustments	4,266	Adjustments during previous year's detailed budgeting, relating to gross/income changes or small transfers between directorates
Revised opening gross budget	111,719	
Inflation	4,166	A range of inflationary increases including uplifts to the waste PFI contract and higher land-fill tax burden
Demography and Demand	47	A demography and demand increase for the Coroner Service arising from local population growth
Pressures	676	A range of proposals to offset pressures including increased costs related to income generating council energy projects, as well as National Insurance Contributions
Investments	3,675	A range of proposals are set out in Table 3 at Appendix 1, with a number highlighted referenced in the table below. These build on similar investments made in 2024-25, and will support further improvement in the highways, safety improvements, the road user experience and Active Travel. This also fund the capital financing costs of the £40 million capital investment in highways maintenance
Use of Reserves	2,423	
Savings	-1,692	A range of proposals are set out in Table 3 at Appendix 1, with a number highlighted referenced in table 5 below. These include redesigning management and service structures, lower energy costs and contracting efficiencies in highways
Closing gross budget	121,014	
Opening income budget	-34,654	
Income base adjustments	-1,410	Adjustments during previous year's detailed budgeting, relating to gross/income changes or small transfers between directorates
Revised opening income budget	-36,064	
Income inflation	-414	

Heading	2025-26 £000	Comments
Income generation	-1,884	Income generation from council owned energy projects, as well as increased fees for Highways Development Management and StreetWorks permit applications from third party contractors
Income grant changes	7	
Closing income budget	-38,355	
Closing net budget	82,659	
Total growth	10,987	
Change in gross budget	9,295	
Change in net budget	9,860	
Change in net budget %	13.5%	

Table 5 below highlights the proposed investments and savings 2025-26 – 2027-28 relevant to this Committee

Table 5

Proposal and Table reference number	2025-26 £000	2026-27 £000	2027-28 £000	Detail
Waste (Appendix 1 Table 3 - C/R.2.005, C/R.2.006, C/R.4.012, C/R.6.136 C/R.7.235)	7,585	-4,238	-3,957	These numbers relate to a number of separate lines in Table 3 in Appendix 1 relating to Landfill Tax, PFI Contract Inflation, Additional Waste Disposal Costs and Potential Savings from review of the current Waste arrangements. A strategic review of options is currently being undertaken with the aim of presenting a recommended option in March 2025.
Energy Projects income (Appendix 1 Table 3 - C/R.8c.128, C/R.8c.129, C/R.8c.132, C/R.8c.133)	703	38	28	Reduced income expectation from energy schemes due to price changes (partly offset by lower prices the council is paying for its own energy). Net income is still delivered by the schemes and they will continue to deliver net income for the long-term

Proposal and Table reference number	2025-26 £000	2026-27 £000	2027-28 £000	Detail
Net Zero and Environment (Appendix 1 Table 3 - C/R.5.136, C/R.5.133)	308	-617	-90	This relates to continued investment from the Just Transition Fund to enable ongoing delivery of the Net Zero, climate change, nature and flood risk projects within the Climate Change and Environment Strategy
Street Lighting Savings (Appendix 1 Table 3 - C/R.7.221)		-301	72	Capital investment is planned to replace lighting with LED lights that will deliver savings on energy

The medium-term financial plan for services in the remit of this Committee is outlined in Table 6 below.

Table 6 – medium-term financial plan

£000	2025-26 gross to net		Net budget				
	Spend £000	Income £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000
Planning	1,337	-417	920	912	903	793	785
Natural and Historic Environment	2,094	-1,069	1,025	1,024	1,021	1,019	1,016
Waste Management	57,159	-4,502	52,658	51,467	48,710	49,583	50,478
Economy and Climate Change	475	-221	254	251	247	243	240
Total	61,065	-6,208	54,857	53,654	50,881	51,637	52,519

4 Funding

4.1 The Council draws its funding from two main sources – government grants and locally generated revenue (predominantly council tax, as well as business rates, and then charging for council services).

4.2 *Government Grants.* The expected relevant revenue grants reflected in the Business Planning Finance Tables are:

- PFI Grant Waste from DEFRA £2,570K
- In addition to the Waste PFI Grant from DEFRA, the Council has also received the Provisional Notice of Assessment for 2025/26 for the new Packaging Extended Producer Responsibility regime totalling an estimated £5,697K per annum. Officers have provided feedback to DEFRA earlier this month (to meet their set deadline of 7 January 2025) with feedback on the proposed allocation and methodology in the Council's Provisional Notice. However, as it is currently unclear what the detailed expectations and ongoing payments will be, or indeed if the existing Waste PFI Grant from DEFRA will be impacted by this new regime, this funding will be held in reserves until such time that this clarity is provided.

4.3 *Fees and Charges.* The total fees and charges budget for the Place and Sustainability directorate for 2025-26 is £31.4m. Examples of these fees and charges and income are for highways development management and permitting; income from selling generated electricity; ongoing shared service contributions from Peterborough City Council

4.4.1 In accordance with the Council's scheme of financial management, Executive Directors are responsible for reviewing annually the levels of fees and charges, in consultation with the Section 151 officer and presenting a schedule of fees and charges to the relevant service committee. The planned fees and charges within the remit of this committee are included as Appendix 2.

5. Capital

5.1 Table 7 below provides a summary of the Capital Programme relevant to this Committee.

Table 7

	Prev Years £m	2025-26 £m	2026-27 £m	2027-28 £m	2028-29 £m	2029-30 £m	Later Yrs £m	Total £m
E&GI Capital Programme	65.302	15.166	31.083	0	0	0	0	111.551
Proportion of Capital Programme Variation		-6.634	-14.036	0	0	0	0	-20.670
Proportion of Capitalisation of Interest Costs		33						33
Total	65.302	8.565	17.047	0	0	0	0	90.914

5.2 Table 8 below provides a summary of how this is funded.

Table 8

Funding	Total funding £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Government Approved Funding								
Specific Grants	2,647	2,647						
Total – Government Approved Funding	2,647	2,647						
Locally Generated Funding								
Agreed Developer Contributions	435	435						
Anticipated Developer Contributions								
Prudential Borrowing	86,986	61,664	8,276	17,047				
Prudential Borrowing (Repayable)	225	556	273	-43				
Other Contributions	603		16	43				
Total – Locally Generated Funding	88,267	62,655	8,565	17,047				
TOTAL FUNDING	90,914	65,302	8,565	17,047				

5.3 The capital programme for this Committee comprises £8.565m of expenditure in 2025-26 and a further £17.047m in 2026-27. Full details are provided in tables 4 and 5 of Appendix 1 to this report. This includes:

- C/C.4.002 Waste – Household Recycling Centres (£4,112K in 2025/26 and £67K in 2026/27). New facilities are proposed in the Greater Cambridge area and in March where planning permissions for the existing sites are due to expire. Capital works are required to maintain/upgrade other HRCs in the network as population growth places additional pressure on the existing facilities.
- C/C.4.005 Waste (£7,325K in 2025/26 and £29,325K in 2026/26). This is funding to support the delivery of a revised waste strategy subject to approval by Committee.
- C/C.5.013 Swaffham Prior Community Heat Scheme (£1,803K in 2025/26 and £1,403K in 2026/27). The project comprises an energy centre located at Goodwin Farm supplying heat via a network of underground pipes that runs through the village connecting to homes and businesses. This funding relates to the costs of connections to individual homes.

6. Significant Implications

6.1 Finance Implications

The proposals set out the response to the financial context and the need to review our service offer and model to maintain a sustainable budget. The full detail of the financial proposals and impact on budget are outlined in the tables in Appendix 1. Proposals will seek to ensure that we make the most effective use of available resources and are delivering the best possible services given the reduced funding.

6.2 Legal Implications

The Monitoring Officer considers that the proposals for consultation and decision making on the budget fulfil the statutory requirements set out below with regard to setting the amount of Council Tax for the forthcoming year and to set a balanced budget:

- S30 (6) Local Government Finance Act 1992 (the 1992 Act). This section requires that Council Tax must be set before 11 March, in the financial year preceding that for which it is set.
- S32 the 1992 Act. This section sets out the calculations to be made in determining the budget requirements, including contingencies and financial reserves.
- S33 the 1992 Act. This section requires the Council to set a balanced budget.
- S25 (1) Local Governance Act 2003 (the 2003 Act). The Chief Finance Officer of the Authority must report to it on the following matters: - (a) the robustness of the estimates made for the purposes of the calculations; and (b) the adequacy of the proposed financial reserves.

- S25 (2) the 2003 Act. When the Council is considering calculations under S32, it must have regard to a report of the Chief Finance Officer concerning the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves. The legislation that governs local government will continue to be reviewed across this parliamentary term and the business plan will be kept under review to see if changes are needed as the changes in legislation are made available and clarified. Members will be given separate guidance in relation to their responsibilities in setting the budget.

6.3 Risk Implications

Services have considered risk in developing the proposals for investment and savings shown in the financial plan and these will be reflected in their usual risk management arrangements. There is a risk that budget proposals will impact on delivery of the Council's Strategic Framework, but this will be monitored, and appropriate action taken. There is a risk that assumptions within these proposals are incorrect. Due diligence has been undertaken, as well as assessment within the reserves to mitigate such risks.

6.4 Equality and Diversity Implications

The Strategic Framework sets out Cambridgeshire's approach to strengthening the county and how it will interact with its customers and improve access to services and information. It contains specific investment to support vulnerable adults and children in Cambridgeshire. The equalities implications of the long-term strategies already approved were considered as part of the development of those strategies. For the Council to fulfil its legal requirements under the Public-Sector Equality Duty, individual Equality Impact Assessments will be done on the delivery plans for the respective budget decisions at the stage when plans for implementation are drawn up. These can be made available to all elected members during the decision-making process so that the full equality implications of proposals are understood, inform final decisions and due regard is paid to the Equality Duty.

7. Background Documents

7.1 [Our Future Council - Change Strategy \(October SR&P 2024\)](#)

[Business Planning and Budget Setting 2025-26 \(December SR&P 2024\)](#)

7.2 Appendices

Appendix 1 – Indicative budget tables

Appendix 2 – E&GI Proposed Fees and charges



Section 3: Detailed Finance Tables

Revenue: 2025-30

Capital: 2025-35



Detailed Finance Tables

Introduction

There are five types of finance tables in our Business Plan. Tables 1-3 relate to all directorates for revenue, while only some directorates have tables 4 & 5 showing the capital programme. Tables 1, 2 & 3 show a directorate's revenue budget in different presentations.

- Table 1 shows the combined impact of budget changes on directorates and service budget lines over the five year medium-term.
- Table 2 shows the impact of changes in the first year on each directorate and service budget line.
- Table 3 shows the detailed changes, line-by-line, to each directorate's budget

Tables 4 and 5 outline directorates' capital budget, with Table 4 detailing capital expenditure for individual proposals, and Table 5 showing how individual capital proposals are funded.

Table 1

This presents the net budget split by service budget line for each of the five years of the Business Plan. It also shows the revised opening budget and the gross budget, together with fees, charges and ring-fenced grant income, for 2025-26 split by service budget line. The purpose of this table is to show how the budget for a directorate changes over the period of the Business Plan.

Table 2

This presents additional detail on the net budget for 2025-26 split by service budget line. The purpose of the table is to show how the budget for each line has been constructed: inflation, demography and demand, pressures, investments, savings and income are added to the opening budget to give the closing budget.

Table 3

Table 3 explains in detail the changes to the previous year's budget over the period of the Business Plan, in the form of individual proposals.

The numbers for proposals in table 3 need to be read recurrently – in other words a budget increase in a given year is taken to be permanent (because it adds to the closing budget, which becomes the next year's opening budget). A one-off or temporary budget change is shown with a number that contras the original entry. For example a one-off saving of £500k in 2025-26 would show as a -£500k in 2025-26 and a reversing entry of +£500k in 2026-27.

At the top Table 3 takes the previous year's gross budget and then adjusts for proposals, grouped together in sections, covering inflation, demography and demand, pressures, investments and savings to give the new gross budget. The gross budget is reconciled to the net budget in Section 8. Finally, the sources of funding are listed in Section 9. An explanation of each section is given below:

- **Opening Gross Expenditure:**

The amount of money available to spend at the start of the financial year and before any adjustments are made. This reflects the final budget for the previous year.

- **Revised Opening Gross Expenditure:**

Adjustments that are made to the base budget to reflect permanent changes in a directorate. This is often to reflect a transfer of services from one area to another, or budget changes made in-year in the previous year.

- **Inflation:**

Additional budget provided to allow for pressures created by inflation. These inflationary pressures are particular to the activities covered by the directorate, and also cover staffing inflation.

- **Demography and Demand:**

Additional budget provided to allow for pressures created by demography and increased demand. These demographic pressures are particular to the activities covered by the directorate. Demographic changes are backed up by a robust programme to challenge and verify requests for additional budget.

- **Pressures:**

These are specific additional pressures identified that require further budget to support.

- **Priorities & Investments:**

These are proposals where additional budget is provided to support the ambitions and priorities of the council

- **Use of reserves:**

This shows the change in budget for reserves draw-downs, used to fund specific service lines in the main directorate tables, or used to contribute to overall funding in the corporate table (section H). For directorates, these numbers are not necessarily the absolute value of reserves being used, just the budget changes. A list of actual reserves uses can be found in section 2 of the business plan (the medium-term financial strategy).

- **Savings:**

These are savings proposals that indicate services that will be reduced, stopped or delivered differently to reduce the costs of the service. They could be one-off entries or span several years.

- **Total Gross Expenditure:**

The newly calculated gross budget allocated to the directorate after allowing for all the changes indicated above. This becomes the Opening Gross Expenditure for the following year.

- **Income:**

This lists the fees, charges and grants that offset the directorate's gross budget. The section starts with the carried forward figure from the previous year and then lists changes applicable in the current year.

- **Total Net Expenditure:**

The net budget for the directorate after deducting fees, charges and ring-fenced grants from the gross budget.

- **Funding Sources:**

How the gross budget is funded – funding sources include cash limit funding (central funding from Council Tax, business rates and government grants), fees and charges, and individually listed ring-fenced grants.

Table 4

This presents a directorate's capital schemes, across the ten-year period of the capital programme. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table. The third table identifies the funding sources used to fund the programme. These sources include prudential borrowing, which has a revenue impact for the Council.

Table 5

Table 5 lists a capital scheme and shows how each scheme is funded. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table.

Note that there may be small rounding differences between tables that show the same gross, income and net budget information.

Section 3 - C: Place and Sustainability

Table 1: Revenue - Summary of Net Budget by Service Line

Budget Period: 2025-26 to 2029-30

Net Revised Opening Budget 2024-25 £000	Policy Line	Gross Budget 2025-26 £000	Income Budget 2025-26 £000	Net Budget 2025-26 £000	Net Budget 2026-27 £000	Net Budget 2027-28 £000	Net Budget 2028-29 £000	Net Budget 2029-30 £000
-1,061	Executive Director							
241	Executive Director: Place and Sustainability	-79	-1,087	-1,167	-1,195	-1,272	-1,192	-1,263
	Staffing Inflation - P&S	426	-	426	866	1,322	1,792	2,280
-820	Subtotal Executive Director	347	-1,087	-741	-329	50	601	1,017
	Highways and Transport							
	<i>Infrastructure and Project Delivery</i>							
11,037	Local Highway Maintenance	14,375	-146	14,229	20,024	20,440	20,822	21,269
936	Asset Strategy, Data and Mapping	1,428	-454	974	980	990	998	1,009
3,262	Winter Maintenance	3,356	-	3,356	3,435	3,549	3,654	3,777
371	Project Delivery	253	-68	185	185	185	185	185
9,071	Street Lighting	12,220	-4,066	8,154	8,379	8,649	8,895	9,103
-399	Energy Services - Specialist Energy Projects	5,013	-4,529	484	1,621	1,516	1,387	1,183
	<i>Transport and Connectivity</i>							
116	Traffic Management	3,774	-4,229	-455	-386	-401	-419	-436
489	Road Safety	1,072	-623	449	448	446	444	442
426	Transport Strategy	662	-224	438	438	604	604	604
147	Highways Development Management	2,917	-4,659	-1,741	-1,941	-1,941	-1,941	-1,941
305	Park and Ride and Busway	1,241	-923	318	335	347	359	371
-	Parking Enforcement	7,539	-7,609	-70	-70	-70	-70	-70
25,760	Subtotal Highways and Transport	53,852	-27,530	26,321	33,450	34,314	34,919	35,497
	Environment, Planning and Economy							
906	Planning	1,337	-417	920	912	903	793	785
1,002	Natural and Historic Environment	2,094	-1,069	1,025	1,024	1,021	1,019	1,016
46,250	Waste Management	57,159	-4,502	52,658	51,467	48,710	49,583	50,478
239	Economy and Climate Change	475	-221	254	251	247	243	240
48,397	Subtotal Environment, Planning and Economy	61,065	-6,208	54,857	53,654	50,881	51,637	52,519
	Regulatory Services							
-688	Registration and Citizenship Services	1,342	-2,175	-833	-927	-1,035	-1,148	-1,263
2,294	Coroners	3,529	-1,232	2,297	2,394	2,489	2,548	2,609

Section 3 - C: Place and Sustainability

Table 1: Revenue - Summary of Net Budget by Service Line

Budget Period: 2025-26 to 2029-30

Net Revised Opening Budget 2024-25 £000	Policy Line	Gross Budget 2025-26 £000	Income Budget 2025-26 £000	Net Budget 2025-26 £000	Net Budget 2026-27 £000	Net Budget 2027-28 £000	Net Budget 2028-29 £000	Net Budget 2029-30 £000
713	Trading Standards	881	-124	757	874	906	939	973
2,318	Subtotal Regulatory Services	5,751	-3,531	2,221	2,342	2,360	2,339	2,319
75,655	Place and Sustainability Budget Total	121,015	-38,356	82,659	89,117	87,604	89,495	91,352

Section 3 - C: Place and Sustainability

Table 2: Revenue - Net Budget Changes by Service Line

Budget Period: 2025-26

Policy Line	Net Revised Opening Budget	Net Inflation	Demography & Demand	Pressures	Priorities & Investments	Use of Reserves	Savings	Income Changes	Net Budget
	£000	£000	£000	£000	£000	£000	£000	£000	£000
Executive Director									
Executive Director: Place and Sustainability	-1,061	-14	-	4	-	-	-309	213	-1,167
Staffing Inflation - P&S	241	185	-	-	-	-	-	-	426
Subtotal Executive Director	-820	170	-	4	-	-	-309	213	-741
Highways and Transport									
<i>Infrastructure and Project Delivery</i>									
Local Highway Maintenance	11,037	489	-	287	3,000	-	-584	-	14,229
Asset Strategy, Data and Mapping	936	19	-	19	-	-	-	-	974
Winter Maintenance	3,262	94	-	-	-	-	-	-	3,356
Project Delivery	371	-	-	14	-	-	-200	-	185
Street Lighting	9,071	-539	-	4	-	-	-382	-	8,154
Energy Services - Specialist Energy Projects	-399	8	-	137	36	-	-	703	484
<i>Transport and Connectivity</i>									
Traffic Management	116	-161	-	26	226	-	-	-662	-455
Road Safety	489	-2	-	15	-	-	-50	-2	449
Transport Strategy	426	0	-	15	-	-	-	-3	438
Highways Development Management	147	-	-	2	105	-	-	-1,995	-1,741
Park and Ride and Busway	305	10	-	3	-	-	-	-	318
Parking Enforcement	-	-	-	-	-	-	-	-70	-70
Subtotal Highways and Transport	25,760	-81	-	522	3,367	-	-1,217	-2,029	26,321
Environment, Planning and Economy									
Planning	906	-7	-	31	-	-	-	-10	920
Natural and Historic Environment	1,002	-1	-	25	-	-	-	-	1,025
Waste Management	46,250	3,662	-	14	-	2,731	-	-	52,658
Economy and Climate Change	239	-3	-	18	308	-308	-	-	254
Subtotal Environment, Planning and Economy	48,397	3,651	-	88	308	2,423	-	-10	54,857
Regulatory Services									
Registration and Citizenship Services	-688	-43	-	26	-	-	-79	-49	-833
Coroners	2,294	8	47	36	-	-	-87	-	2,297
Trading Standards	713	46	-	-	-	-	-	-2	757
Subtotal Regulatory Services	2,318	11	47	62	-	-	-166	-51	2,221
Place and Sustainability Budget Total	75,655	3,751	47	676	3,675	2,423	-1,692	-1,877	82,659

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
1	OPENING GROSS EXPENDITURE	107,453	121,014	127,911	126,569	128,780	
C/R. 1.001	Base Adjustment	1,221	-	-	-	-	- Adjustments made to the expenditure budget as part of budget preparation for 2024-25
C/R. 1.002	Permanent Virement - PVs	1,290	-	-	-	-	- Budget movements in 2024-25 reflected in the base
C/R. 1.004	Capital financing budget adjustment	1,755	-	-	-	-	- Adjustment to the capital financing recharge for energy schemes, offset by change in the capital financing budget
1.99	REVISED OPENING GROSS EXPENDITURE	111,719	121,014	127,911	126,569	128,780	
2	INFLATION						
C/R. 2.001	P&S General Inflation	519	531	576	546	577	General Inflation for the directorate in addition to the specific inflation listed below calculated for other budgets not separately listed
C/R. 2.002	Electricity Inflation	-805	564	73	75	76	Inflation for electricity based on a council -wide assumption for all utility costs
C/R. 2.003	Highways Contract Inflation	534	306	443	408	477	The main Highways Contract allows for the price to be increased on an annual basis by inflation
C/R. 2.004	Staff pay inflation	426	440	455	471	487	Assumed 3.5% increase per annum.
C/R. 2.005	Land Fill Tax Inflation	2,678	413	413	-	-	Government is increasing landfill tax by over 20% in 2025-26, which substantially increases the cost of waste disposal. An assumption of 3.5% has been applied for the following years.
C/R. 2.006	PFI Waste Contract Inflation	1,055	713	731	749	768	The Waste PFI contract allows for the price to be increased by inflation which is therefore included in the budget for 25/26 onwards, primarily driven by RPI
C/R. 2.007	2024-25 Staff pay inflation upside	-241	-	-	-	-	Reduction in inflation due to 2024-25 budgeted P&S staff pay inflation being more than the agreed pay award.
2.99	Subtotal Inflation	4,166	2,967	2,691	2,249	2,385	

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
3	DEMOGRAPHY AND DEMAND						
C/R.3.001	Coroner Service - Pathologist demand referrals	47	51	51	51	51	The demand for Coroner Services is expected to continue to rise due to the increasing population size and increases number of complex cases to be investigated.
3.99	Subtotal Demography and Demand	47	51	51	51	51	
4	PRESSURES						
C/R.4.012	Waste disposal costs due to enhanced environmental requirements	-	-2,438	-850	-	-	The enhanced environmental requirements for the disposal of waste through the Waste PFI contract means that the cost of waste disposal is now higher than originally budgeted for.
C/R.4.022	Swaffham Prior Community Heat Scheme - operating costs	107	11	-	7	2	The Council has built a community heat scheme using ground source and air source heat pumps to provide renewable heat to homes and buildings in Swaffham Prior and cut carbon emissions. Capital Project reference C/C.5.013. These are the expected increases in the operating costs for the project.
C/R.4.023	Babraham Smart Energy Grid - operating costs	19	22	-37	9	8	The scheme is a Smart Energy Grid at the Babraham Park & Ride site, capital project reference C/C.5.015. These are the expected increases in the operating costs.
C/R.4.024	St Ives Smart Energy Grid - operating costs	1	13	-13	10	9	This scheme is a Smart Energy Grid at the St Ives Park & Ride site. These are the expected increases in the operating costs.
C/R.4.026	North Angle Solar Farm, Soham - operating costs	10	10	-34	-3	11	This scheme is a solar farm on an area of approximately 200 acres of Rural Estate property in Soham. Capital project reference C/C.5.019. These are the expected increases in the operating costs for the project.
C/R.4.034	PFI streetlighting contractual energy adjustment	-9	-42	-	-	-	This is a small adjustment as the number of street lighting columns has reduced to be managed through the contract.
C/R.4.052	Minerals and Waste Local Plan review	-	-	-	-100	-	There is a £100k per annum from 24/25 to 27/28 built in the budget to enable a Minerals Waste Local Plan to be produced.

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R.4.053	Trading Standards	-	87	-	-	-	A pressure is expected in the trading standards service following contract inflation in recent years being higher than allowed for. It is expected that this can be managed in 2025-26 but will need adjusting for in 2026-27
C/R.4.054	Materials Recycling Facility revised saving	250	-	-	-	-	A saving was budgeted for in the previous business plan through increased recycling of highways materials. Following further work, this has been identified as mostly undeliverable, and so is proposed for removal.
C/R.4.055	National Insurance changes	298	-	-	-	-	Expected P&S staffing cost increase due to planned NI rate and threshold changes.
4.99	Subtotal Pressures	676	-2,337	-934	-77	30	
5	PRIORITIES AND INVESTMENTS						
C/R.5.115	St Ives Smart Energy Grid - Interest Costs	-5	-5	-5	-6	-6	The Council has a Smart Energy Grid at St Ives Park & Ride site. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy.
C/R.5.116	Babraham Smart Energy Grid - Interest Costs	-5	-4	-4	-5	-5	The Council has a Smart Energy Grid at the Babraham Park & Ride site, capital project reference C/C.5.015. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy.
C/R.5.119	Swaffham Prior Community Heat Scheme - Interest Costs	-5	-4	-5	-4	-4	These are the expected borrowing costs associated with the scheme, to be repaid using income from the sale of renewable energy to homeowners and the sale of carbon credits. Capital project reference C/C.5.013
C/R.5.121	North Angle Solar Farm, Soham - Interest Costs	51	1,050	-38	-38	-38	The scheme is a solar park facility at North Angle Farm, Soham, capital project reference C/C.5.019. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy.
C/R.5.133	Climate Change and Net Zero Programme Phase 2	57	-456	-	-	-	Additional funding is proposed to be allocated (following on from 2024-25) from the Just Transition Fund to support delivery of the Climate Change and Environment Strategy in relation to Carbon Reduction and Biodiversity

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R.5.135	Investment in highways including footpaths, roads, drainage, lighting, signals, signage, lining and structures	3,000	2,000	-	-	-	The investments of £3m in 2025-26 and £2m in 2026-27 will support further improvements in the highway will target roads, pavements and cycleways in poor repair, making improvements for road users, businesses and communities. This is on top of further to a similar investment made in 2024-25. This will be focusing on improving safety, the road user experience and supporting active travel. £1m new revenue investment was made in 24/25 and a further £1m in 25/26 onwards, plus £2m in 24/25 and a further £2m in 25/26 onwards to fund the capital financing costs of the £40m capital investment in Highways maintenance. Linked to capital proposal C/C. 3.025.
C/R.5.136	Climate Change and Net Zero - Enabling Net Zero Programme	251	-161	-90	-	-	Planned phasing for delivery of previously agreed prioritisation of funding for the enabling net zero programme
C/R.5.137	Streetworks - Investment to achieve additional income	226	-	-	-	-	Investment in the street works team to improve the customer service by the team and increase income to (see C/R.8c.150)
C/R.5.138	Highways Development Management - investment to achieve additional income	105	-	-	-	-	Additional investment required to achieve income in Highways Development Management (see C/R.8c.151)
5.99	Subtotal Priorities & Investments	3,675	2,420	-142	-53	-53	
6	USE OF RESERVES						
C/R.6.134	Climate Change and Net Zero - Just Transition funding	-57	456	-	-	-	Just Transition Fund funding for Climate Change and Net Zero Programme Phase 2 was added in the 2024-25 budget. The reserve drawdown totals £456k with £399k being drawn down in 2024-25 and £57k in 2025-26. This is then fully unwound in 2026-27.
C/R.6.135	Climate Change and Net Zero - Enabling Net Zero Funding	-251	161	90	-	-	Reserves funding linked to C/R.5.136. This is a new reserves movement for 2025-26. The total drawdown is £251k in 2025-26 and £161k is then unwound in 2026-27 and £90k in 2027-28.
C/R.6.136	Waste disposal costs due to enhanced environmental requirements - Transfer from Reserves	2,731	-	-	-	-	Backing out of reserves applied in 2024/25 re C/R.4.012. The total drawn down in 2024-25 was £2,731k.
6.99	Subtotal Use of Reserves	2,423	617	90	-	-	

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
7	SAVINGS						
C/R.7.060	Reversal of Capitalisation of highways investment	-	3,500	-	-	-	Planned return to revenue of the budget which was previously capitalised in the 2022 business plan.
C/R.7.221	Street lighting energy savings	-	-301	72	41	-	Capital investment has been made for an LED replacement programme that will save on energy costs
C/R.7.231	Management efficiencies	-175	-	-	-	-	A new senior management structure for the directorate is in place
C/R.7.232	Review financing strategy for Local Highways Initiatives	-200	-	-	-	-	This is a proposal to capitalise the existing £200k of revenue funding allocated yearly to the LHI programme. This £200k of funding would instead be allocated from highways capital programme.
C/R.7.233	Coroners - local authority funerals	-5	-	-	-	-	Saving on local authority funeral expenditure by discharging the council's responsibility more quickly.
C/R.7.234	Registration - reducing establishment	-37	-	-	-	-	Realignment of resourcing requirement following legislative landscape change.
C/R.7.235	Coroners - reducing establishment	-20	-20	-	-	-	Realignment of resourcing requirement following legislative change
C/R.7.236	Absorb Highways Contract Inflation	-534	-	-	-	-	The main highways contract always for a price increase in line with inflation. However, the highways service will work with the contractor to identify efficiencies across all works and services delivered to the same level as this amount to deliver a saving.
C/R.7.237	Directorate Service Review	-295	-	-	-	-	Service Directors have completed a full review of all budgets and have identified further savings by redesigning and reconfiguring a number of services.
C/R.7.238	Waste Strategy and Disposal Arrangements	-	-	-3,170	-	-	The council is reviewing the long-term strategic approach to its waste disposal arrangements in light of current and emerging legislative changes. It is anticipated that a significant saving can be delivered by changing the model for the disposal of waste. Delivery of this saving is subject to further decision making by the council.

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R. 7.239	Business support review	-100	-	-	-	-	- Efficiencies within business support arrangements will be identified within the directorate
C/R. 7.240	Energy inflation 2024-25 adjustment	-326	-	-	-	-	- Actual prices for energy were lower in 2024-25 than budgeted for; this line adjusts for that
7.99	Subtotal Savings	-1,692	3,179	-3,098	41	-	
TOTAL GROSS EXPENDITURE		121,014	127,911	126,569	128,780	131,193	
8	INCOME						
	Opening Income Budget	-34,654	-38,355	-38,793	-38,964	-39,284	
C/R. 8a.001	Income Base Adjustments	-1,221	-	-	-	-	- Adjustments to income budgets made in 2024-25 during the budget preparation period, in line with officer delegations
C/R. 8a.002	Permanent Income Virements - PVs	-189	-	-	-	-	- Permanent income budget changes made in 2024-25 reflected in the base, in line with officer delegations and/or committee decisions in 2024-25
8a.99	Revised opening income budget	-36,064	-38,355	-38,793	-38,964	-39,284	
C/R. 8b.002	Fees and charges inflation	-414	-218	-256	-265	-266	- Increase in external charges to reflect inflationary increases
8b.99	Subtotal Income - inflation	-414	-218	-256	-265	-266	
C/R. 8c. 102	Review and re-baselining of P&S income	210	-50	-50	100	-50	- Ensuring our income budgets match expected income
C/R. 8c. 128	St Ives Smart Energy Grid - Income Generation	-73	15	8	7	-12	- This is the revenue expected to be generated from the Smart Energy Grid at St Ives Park & Ride site, through the sale of energy to customers.
C/R. 8c. 129	Babraham Smart Energy Grid - Income Generation	-85	-10	3	-55	-95	- The Council is building a Smart Energy Grid at the Babraham Park & Ride site, capital project reference C/C. 5.015. This is the expected revenue generation from selling electricity to customers.

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R.8c.132	Swaffham Prior Community Heat Scheme - Income Generation	355	13	-3	6	-33	Swaffham Prior Community Heating Scheme will generate income from clean heat sales to customers and income from renewable heat incentive. Capital scheme reference C/C.5.013.
C/R.8c.133	North Angle Solar Farm, Soham - Income Generation	506	20	20	-59	-45	The scheme is a solar farm on an area of approximately 200 acres of Rural Estate property in Soham. This is the revenue expected to be generated from selling electricity to the national grid. Capital scheme reference C/C.5.019.
C/R.8c.134	Income from the Light Blue Fibre Ltd	-	11	-8	-	-	Joint venture with the University of Cambridge to produce a commercial income from digital infrastructure assets.
C/R.8c.140	Recharge for shared regulatory services with Peterborough City Council	-46	-44	-51	-54	-55	A recharge is made to Peterborough City Council for the cost of these services, which is increased in line with inflation.
C/R.8c.141	Registration - Ceremony Refunds	-3	-2	-	-	-	- Partial backing out of the 24/25 £25K income adjustment re ceremony refunds
C/R.8c.145	Planning Performance income / Pre-application income	-10	-	-	-	-	- Increase of pre-application charges and additional service level agreement (SLA) income.
C/R.8c.147	Connecting Cambridgeshire - additional funding	-11	27	-	-	-	- Funding to cover overhead and staffing costs
C/R.8c.150	Streetworks Income review - Permits and Licensing Team consolidation	-662	-	-	-	-	- Increased income through streetworks application which are forecast to increase in 25/26
C/R.8c.151	Highways Development Management - additional income	-1,995	-200	-	-	-	Fees are levied on developers for agreements issued under the Highway Act and such fees finance the HDM team in its entirety. While HDM revenue is dependent on external development, the available evidence indicates that growth in Cambridgeshire is expected to continue at a steady rate in the immediate future with revenue levels forecast to fall in the £2.4m to £5.4m range. This is offset against an operating cost of circa £1.4m
C/R.8c.154	Residents charges (full cost recovery)	-70	-	-	-	-	A review is being undertaken in relation to all resident parking schemes in the County. A review of prices is included in this review and any proposed changes will be subject to separate consultation.
8c.99	Subtotal Income - generation	-1,884	-220	-81	-55	-290	

Section 3 - C: Place and Sustainability

Table 3: Revenue - Overview

Budget Period: 2025-26 to 2029-30

Ref	Title	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Description
C/R.8d.202	Change in Public Health Grant	7	-	166	-	-	Change in ring-fenced Public Health grant, including reflecting expected treatment as a corporate grant from 2025-26, due to anticipated removal of ring-fence.
8d.99	Subtotal Income - grant changes	7	-	166	-	-	
	Closing Income Budget	-38,355	-38,793	-38,964	-39,284	-39,840	
	TOTAL NET EXPENDITURE	82,659	89,118	87,605	89,496	91,353	

FUNDING SOURCES							
9	FUNDING OF GROSS EXPENDITURE						
C/R.9.001	Budget Allocation	-82,659	-89,118	-87,605	-89,496	-91,353	Net spend funded from general grants, business rates and Council Tax
C/R.9.002	Fees & Charges	-31,415	-31,853	-32,190	-32,510	-33,066	Fees and charges for the provision of services.
C/R.9.003	PFI Grant - Street Lighting	-3,944	-3,944	-3,944	-3,944	-3,944	PFI Grant from DfT for the life of the project
C/R.9.004	PFI Grant - Waste	-2,570	-2,570	-2,570	-2,570	-2,570	PFI Grant from DEFRA for the life of the project
C/R.9.005	Bikeability Grant	-260	-260	-260	-260	-260	DfT funding for the Bikeability cycle training programme.
C/R.9.006	Public Health Grant	-166	-166	-	-	-	Funding transferred to Service areas where the management of Public Health functions will be undertaken by other County Council officers, rather than directly by the Public Health Team.
9.99	TOTAL FUNDING OF GROSS EXPENDITURE	-121,014	-127,911	-126,569	-128,780	-131,193	

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.1	Integrated Transport										
C/C.1.002	Air Quality Monitoring	Funding towards supporting air quality monitoring work in relation to the road network with local authority partners across the county.	Ongoing	125	-	25	25	25	25	25	-
C/C.1.011	Local Infrastructure improvements	Provision of the Local Highway Improvement Initiative across the county, providing accessibility works such as disabled parking bays and provision of improvements to the Public Rights of Way network.	Ongoing	3,956	-	1,001	985	985	985	-	-
C/C.1.012	Safety Schemes	Investment in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes.	Ongoing	2,904	-	1,104	600	600	600	-	-
C/C.1.012c	Safety Schemes - Puddock Road	The 2.5km single-track stretch of Puddock Road heading south from Forty Foot Bank has seen 4 fatal incidents between 2016 and 2020 where a vehicle left the road and entered the adjacent watercourse. The Puddock Road Safety Scheme will make a number of improvements to reduce risk of accident including: reduction in speed limit and potential access restriction.	Committed	900	625	275	-	-	-	-	-
C/C.1.015	Strategy and Scheme Development work	Resources to support Transport & Infrastructure strategy and related work across the county, including long term strategies and District and Market Town Transport Strategies, as well as funding towards scheme development work.	Ongoing	2,725	545	545	545	545	545	-	-
C/C.1.019	Delivering the Transport Strategy Aims	Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth.	Ongoing	6,393	-	1,793	1,150	1,150	1,150	1,150	-
C/C.1.020	Bar Hill to Northstowe cycle route	Bar Hill to Longstanton cycle route.	Committed	645	645	-	-	-	-	-	-

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.1.021	A14 - Local Authority contribution	CCC's £26m funding agreement with Department for Transport for the A14 upgrade.	Committed	26,000	3,120	1,040	1,040	1,040	1,040	1,040	17,680
C/C.1.024	Dry Drayton to A1307 link cycle route	Provision of a non-motorised user (NMU) cycle route, linking up the village of Dry Drayton with the NMU routes alongside the new stretch of the A1307.	Committed	700	16	84	600	-	-	-	-
	Total - Integrated Transport			44,348	4,951	5,867	4,945	4,345	4,345	2,215	17,680
C/C.2	Operating the Network										
C/C.2.001	Carriageway & Footway Maintenance including Cycle Paths	Allows the highway network throughout the county to be maintained. With the significant backlog of works to our highways well documented, this fund is crucial in ensuring that we are able to maintain our transport links.	Ongoing	30,727	-	8,695	7,344	7,344	7,344	-	-
C/C.2.002	Rights of Way	Allows improvements to our Rights of Way network which provides an important local link in our transport network for communities.	Ongoing	940	-	235	235	235	235	-	-
C/C.2.004	Bridge strengthening	Bridges form a vital part of the transport network. With many structures to maintain across the county it is important that we continue to ensure that the overall transport network can operate and our bridges are maintained.	Ongoing	9,037	-	2,623	2,138	2,138	2,138	-	-
C/C.2.005	Traffic Signal Replacement	Traffic signals are a vital part of managing traffic throughout the county. Many signals require to be upgraded to help improve traffic flow and ensure that all road users are able to safely use the transport network.	Ongoing	2,836	-	709	709	709	709	-	-

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.2.006	Traffic Management Centre	The Traffic Management Centre collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the Traffic Management Centre provides information to ensure that the impact on our transport network is mitigated and managed.	Ongoing	842	174	167	167	167	167	-	-
	Total - Operating the Network			44,382	174	12,429	10,593	10,593	10,593	-	-
C/C.3	Highways & Transport										
C/C.3.002	Footpaths and Pavements	Additional funding for surface treatments, such as footway repairs, and deeper treatments, including resurfacing and reconstruction.	Ongoing	16,000	-	4,000	4,000	4,000	4,000	-	-
C/C.3.004	Pothole Funding	Additional funding for Potholes.	Ongoing	40,985	23,669	4,329	4,329	4,329	4,329	-	-
C/C.3.009	Wheatsheaf Crossroads	Scheme to deliver traffic signals at the Wheatsheaf Crossroads, Bluntisham.	Committed	6,845	961	5,884	-	-	-	-	-
C/C.3.010	St Neots Future High Street Fund	St Neots Future High Street Fund.	Committed	7,905	5,079	2,826	-	-	-	-	-
C/C.3.011	March Future High Street Fund	March Future High Street Fund.	Committed	7,901	7,887	14	-	-	-	-	-
C/C.3.014	St Ives local improvements	Delivery of St Ives local improvement schemes.	Committed	2,428	1,185	1,243	-	-	-	-	-
C/C.3.015	A141 and St Ives Improvements Scheme	Funding is being provided by the CPCA to CCC for the delivery of the Outline Business Case to further investigate and develop options for improvements to the A141 in the area of St Ives.	Committed	6,000	2,216	3,784	-	-	-	-	-
C/C.3.016	A10 Ely to A14 Improvement Scheme	Funding is being provided by the CPCA to CCC for the delivery of the Outline Business Case to further investigate and develop options for improvements to the A10 between Ely and A14.	Committed	4,000	2,473	1,527	-	-	-	-	-
C/C.3.017	A14 De-trunking	Funding allocated to fund the ongoing costs of the former parts of the A14.	Committed	24,750	6,262	6,488	4,000	4,000	4,000	-	-
C/C.3.018	Street Lighting LED	Scheme to reduce street lighting energy costs.	Committed	13,283	4,330	5,984	2,969	-	-	-	-

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.3.022	Witchford A10 NMU	Improvements in Witchford to Ely crossing of A10.	Committed	550	230	320	-	-	-	-	-
C/C.3.023	Southern Busway Widening	Improvements to the southern section of the Cambridgeshire Guided Busway.	Committed	2,891	1,242	1,649	-	-	-	-	-
C/C.3.024	Soham-Wicken travel link	Active travel link between Wicken and Soham for non-motorised users.	Committed	1,230	367	863	-	-	-	-	-
C/C.3.025	Further Highways Prioritisation	Prioritisation of resources to target assets in poor repair directly affecting road user safety, improving road user experience, and targeting assets that support active travel. Carriageway preventative treatments to reduce need for more costly interventions in future years for the roads treated. Indicative plans for investment: Preventative and planned carriageway maintenance and Improvements Yr 1: £6.6m, Yr 2: £8.8m Improvement to soil affected roads Yr 1: £3m, Yr 2: £2m Preventative and planned footways maintenance and improvement Yr 1: £2m, Yr 2 £1.5m Preventative and planned cycleways maintenance and improvement Yr 1: £2m, Yr 2 £1m Road marking and signage improvements for network safety Yr 1: £1.5m, Yr 2: £0.5m Drainage system capacity improvements to reduce road flooding Yr 1: £2m, Yr 2: £3m Public rights of way improvements to support active travel and leisure access to nature Yr 1: £0.5m, Yr 2: £0.5m Traffic management signal technology improvement Yr 1: £1m, Yr 2: £1.5m Structures maintenance Yr 1: £1m, Yr 2: £1m Enabling resources and intelligence Yr 1: £0.4m, Yr 2: £0.2m	Committed	60,000	20,000	20,000	20,000	-	-	-	-

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.3.026	Additional highways maintenance allocation	Additional highways maintenance work funded by reallocated funds from HS2.	Committed	4,728	4,288	440	-	-	-	-	-
C/C.3.028	Guided Busway step survey and works	Step surveys along the length of the Guided Busway and resultant works	Committed	1,250	250	250	250	250	250	-	-
C/C.3.029	March Area Transport Study Phase 2	Proposal to progress three schemes for which works have been undertaken under the March Area Transport Study (MATS) utilising a proposed £7m allocation by the Combined Peterborough and Cambridgeshire Authority (CPCA) under its Medium Term Financial Plan. Two schemes will be constructed and one scheme will be progressed to FBC3 and Detail Design.	Committed	7,000	400	6,600	-	-	-	-	-
C/C.3.030	Active Travel 4	Active Travel 4 programme including 5 schemes to improve active travel in Cambridgeshire	Committed	1,192	1,088	104	-	-	-	-	-
C/C.3.031	CPCA Local Electric Vehicle Infrastructure funding	The project is to deliver Public EV charging infrastructure to enable people who do not have off road parking / ability to charge a vehicle at home to switch to EV.	2025-26	4,582	224	308	1,310	2,410	150	60	120
C/C.3.032	Highways maintenance capital	Additional highways maintenance budget	2025-26	3,500	-	3,500	-	-	-	-	-
C/C.3.033	Northstowe Capital Transport Monitoring Measures	Scheme for traffic calming measures in Northstowe's surrounding villages.	Committed	361	30	331	-	-	-	-	-
C/C.3.034	Active Travel 4 Plus	Active Travel 4 plus programme including 3 schemes to improve active travel in Cambridgeshire	Committed	1,100	580	520	-	-	-	-	-
	Total - Highways & Transport			218,481	82,761	70,964	36,858	14,989	12,729	60	120

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date								Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing								37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes								256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts								44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET								339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.4	Planning Growth and Environment										
C/C.4.002	Waste – Household Recycling Centre (HRC) Improvements	To deliver Household Recycling Centre (HRC) improvements by acquiring appropriate sites, gaining planning permission, designing and building new or upgraded facilities. New facilities are proposed in the Greater Cambridge area and in March where planning permissions for the existing sites are due to expire. Capital works are required to maintain/upgrade other HRCs in the network as population growth places additional pressure on the existing facilities.	Committed	8,693	4,514	4,112	67	-	-	-	-
C/C.4.005	Waste	We will bring forward proposals for investment into waste management in order to ensure environmental standards are met and to secure value for money for taxpayers, links to timing of revenue proposals shown in table 3	2025-26	36,650	-	7,325	29,325	-	-	-	-
	Total - Planning Growth and Environment			45,343	4,514	11,437	29,392	-	-	-	-
C/C.5	Climate Change & Energy Service										
C/C.5.013	Swaffham Prior Community Heat Scheme	A ground breaking scheme enabling the residents of Swaffham Prior to decarbonise their heating and hot water. The project comprises an energy centre located at Goodwin Farm supplying heat via a network of underground pipes that runs through the village connecting to homes and businesses.	Committed	14,170	10,964	1,803	1,403	-	-	-	-
C/C.5.014	Smart Energy Grid Demonstrator Scheme at the St Ives Park & Ride	Solar panels installed to the St Ives Park & Ride facility to generate income and carbon savings through EV chargers and direct sale to the grid/PPA customers.	Committed	5,686	5,578	54	54	-	-	-	-

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing	37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes	256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts	44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET	339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
C/C.5.015	Babraham Smart Energy Grid	This project at Babraham for a renewable energy scheme has built on the skills and experience developed in the St Ives project to replicate on other Park and Ride sites. The project is now nearing completion.	Committed	9,299	9,019	280	-	-	-	-	-
C/C.5.019	North Angle Solar Farm	40 MW Solar Farm located at North Angle, to sell directly to the grid and provide energy to the local Swaffham Prior School low carbon heating element of the decarbonisation fund	Committed	32,649	31,833	816	-	-	-	-	-
C/C.5.021a	Decarbonisation Fund - School low carbon heating programme	Provision of financial support for oil dependent schools and communities to come off oil and onto renewable sources of energy. The initial investment of £500k will be paid back through business case investments into heat infrastructure.	Committed	3,904	3,223	681	-	-	-	-	-
C/C.5.023	Oil Dependency Fund		Committed	500	171	95	234	-	-	-	-
	Total - Climate Change & Energy Service			66,208	60,788	3,729	1,691	-	-	-	-
C/C.7	Capital Programme Variation										
C/C.7.001	Variation Budget	The Council includes a service allowance for likely Capital Programme slippage, as it can sometimes be difficult to allocate this to individual schemes due to unforeseen circumstances. This budget is continuously under review, taking into account recent trends on slippage on a service by service basis.	Ongoing	-79,673	-	-31,328	-25,044	-8,978	-8,300	-683	-5,340
C/C.7.002	Capitalisation of Interest Costs	The capitalisation of borrowing costs helps to better reflect the costs of undertaking a capital project. Although this budget is initially held on a service basis, the funding will ultimately be moved to the appropriate schemes once exact figures have been calculated each year.	Ongoing	168	-	117	51	-	-	-	-
	Total - Capital Programme Variation			-79,505	-	-31,211	-24,993	-8,978	-8,300	-683	-5,340
	TOTAL BUDGET			339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Section 3 - C: Place and Sustainability

Table 4: Capital Programme

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date				Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Ongoing				37,965	24,388	-5,985	-2,766	13,249	13,927	492	-5,340
Committed Schemes				256,560	128,576	68,067	30,617	5,290	5,290	1,040	17,680
2025-2026 Starts				44,732	224	11,133	30,635	2,410	150	60	120
TOTAL BUDGET				339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Ref	Scheme	Description	Scheme Start	Total Cost £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
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Funding				Total Funding £000	Previous Years £000	2025-26 £000	2026-27 £000	2027-28 £000	2028-29 £000	2029-30 £000	Later Years £000
Government Approved Funding											
		Department for Transport		122,535	28,301	31,551	26,437	17,308	18,118	820	-
		Specific Grants		7,272	2,914	308	1,310	2,410	150	60	120
Total - Government Approved Funding				129,807	31,215	31,859	27,747	19,718	18,268	880	120
Locally Generated Funding											
		Agreed Developer Contributions		1,734	903	831	-	-	-	-	-
		Anticipated Developer Contributions		5,195	-	687	499	731	-	-	3,278
		Prudential Borrowing		165,605	97,221	28,192	29,858	208	883	683	8,560
		Prudential Borrowing (Repayable)		226	556	273	-43	-43	-43	-29	-445
		Other Contributions		36,690	23,293	11,373	425	335	259	58	947
Total - Locally Generated Funding				209,450	121,973	41,356	30,739	1,231	1,099	712	12,340
TOTAL FUNDING				339,257	153,188	73,215	58,486	20,949	19,367	1,592	12,460

Section 3 - C: Place and Sustainability

Table 5: Capital Programme - Funding

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
Ongoing	37,965	91,357	-2,505	-8,807	-	-42,080
Committed Schemes	256,560	33,868	1,734	45,497	-	175,461
Completed Schemes	-	-	-	-	-	-
2025-2026 Starts	44,732	4,582	7,700	-	-	32,450
TOTAL BUDGET	339,257	129,807	6,929	36,690	-	165,831

Ref	Scheme	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
C/C.1	Integrated Transport							
C/C.1.002	Air Quality Monitoring	Ongoing	125	125	-	-	-	-
C/C.1.011	Local Infrastructure improvements	Ongoing	3,956	3,596	-	360	-	-
C/C.1.012	Safety Schemes	Ongoing	2,904	2,904	-	-	-	-
C/C.1.012c	Safety Schemes - Puddock Road	Committed	900	900	-	-	-	-
C/C.1.015	Strategy and Scheme Development work	Ongoing	2,725	2,725	-	-	-	-
C/C.1.019	Delivering the Transport Strategy Aims	Ongoing	6,393	6,393	-	-	-	-
C/C.1.020	Bar Hill to Northstowe cycle route	Committed	645	43	430	-	-	172
C/C.1.021	A14 - Local Authority contribution	Committed	26,000	-	-	1,050	-	24,950
C/C.1.024	Dry Drayton to A1307 link cycle route	Committed	700	700	-	-	-	-
	Total - Integrated Transport		44,348	17,386	430	1,410	-	25,122
C/C.2	Operating the Network							
C/C.2.001	Carriageway & Footway Maintenance including Cycle Paths	Ongoing	30,727	28,927	-	-	-	1,800
C/C.2.002	Rights of Way	Ongoing	940	940	-	-	-	-
C/C.2.004	Bridge strengthening	Ongoing	9,037	9,037	-	-	-	-
C/C.2.005	Traffic Signal Replacement	Ongoing	2,836	2,836	-	-	-	-
C/C.2.006	Traffic Management Centre	Ongoing	842	842	-	-	-	-
	Total - Operating the Network		44,382	42,582	-	-	-	1,800

Section 3 - C: Place and Sustainability

Table 5: Capital Programme - Funding

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
Ongoing	37,965	91,357	-2,505	-8,807	-	-42,080
Committed Schemes	256,560	33,868	1,734	45,497	-	175,461
Completed Schemes	-	-	-	-	-	-
2025-2026 Starts	44,732	4,582	7,700	-	-	32,450
TOTAL BUDGET	339,257	129,807	6,929	36,690	-	165,831

Ref	Scheme	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
C/C.3	Highways & Transport							
C/C.3.002	Footpaths and Pavements	Ongoing	16,000	16,000	-	-	-	-
C/C.3.004	Pothole Funding	Ongoing	40,985	33,635	-	-	-	7,350
C/C.3.006a	Guided Busway - funding	2025-26	-	-	7,700	-	-	-7,700
C/C.3.009	Wheatsheaf Crossroads	Committed	6,845	-	500	250	-	6,095
C/C.3.010	St Neots Future High Street Fund	Committed	7,905	-	-	7,905	-	-
C/C.3.011	March Future High Street Fund	Committed	7,901	-	-	7,901	-	-
C/C.3.014	St Ives local improvements	Committed	2,428	-	8	2,420	-	-
C/C.3.015	A141 and St Ives Improvements Scheme	Committed	6,000	-	-	6,000	-	-
C/C.3.016	A10 Ely to A14 Improvement Scheme	Committed	4,000	-	-	4,000	-	-
C/C.3.017	A14 De-trunking	Committed	24,750	24,750	-	-	-	-
C/C.3.018	Street Lighting LED	Committed	13,283	-	-	-	-	13,283
C/C.3.022	Witchford A10 NMU	Committed	550	-	-	550	-	-
C/C.3.023	Southern Busway Widening	Committed	2,891	-	-	2,891	-	-
C/C.3.024	Soham-Wicken travel link	Committed	1,230	100	-	1,130	-	-
C/C.3.025	Further Highways Prioritisation	Committed	60,000	-	-	-	-	60,000
C/C.3.026	Additional highways maintenance allocation	Committed	4,728	4,728	-	-	-	-
C/C.3.028	Guided Busway step survey and works	Committed	1,250	-	-	1,250	-	-
C/C.3.029	March Area Transport Study Phase 2	Committed	7,000	-	-	7,000	-	-
C/C.3.030	Active Travel 4	Committed	1,192	-	-	1,192	-	-
C/C.3.031	CPCA Local Electric Vehicle Infrastructure funding	2025-26	4,582	4,582	-	-	-	-
C/C.3.032	Highways maintenance capital	2025-26	3,500	-	-	-	-	3,500
C/C.3.033	Northstowe Capital Transport Monitoring Measures	Committed	361	-	361	-	-	-
C/C.3.034	Active Travel 4 Plus	Committed	1,100	-	-	1,100	-	-
	Total - Highways & Transport		218,481	83,795	8,569	43,589	-	82,528

Section 3 - C: Place and Sustainability

Table 5: Capital Programme - Funding

Budget Period: 2025-26 to 2034-35

Summary of Schemes by Start Date	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
Ongoing	37,965	91,357	-2,505	-8,807	-	-42,080
Committed Schemes	256,560	33,868	1,734	45,497	-	175,461
Completed Schemes	-	-	-	-	-	-
2025-2026 Starts	44,732	4,582	7,700	-	-	32,450
TOTAL BUDGET	339,257	129,807	6,929	36,690	-	165,831

Ref	Scheme	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
C/C.4	Planning Growth and Environment							
C/C.4.002	Waste – Household Recycling Centre (HRC) Improvements	Committed	8,693	-	435	-	-	8,258
C/C.4.005	Waste	2025-26	36,650	-	-	-	-	36,650
	Total - Planning Growth and Environment		45,343	-	435	-	-	44,908
C/C.5	Climate Change & Energy Service							
C/C.5.013	Swaffham Prior Community Heat Scheme	Committed	14,170	608	-	-	-	13,562
C/C.5.014	Smart Energy Grid Demonstrator Scheme at the St Ives Park & Ride	Committed	5,686	1,840	-	-	-	3,846
C/C.5.015	Babraham Smart Energy Grid	Committed	9,299	199	-	-	-	9,100
C/C.5.019	North Angle Solar Farm	Committed	32,649	-	-	-	-	32,649
C/C.5.021a	Decarbonisation Fund - School low carbon heating programme	Committed	3,904	-	-	858	-	3,046
C/C.5.023	Oil Dependency Fund	Committed	500	-	-	-	-	500
	Total - Climate Change & Energy Service		66,208	2,647	-	858	-	62,703
C/C.7	Capital Programme Variation							
C/C.7.001	Variation Budget	Ongoing	-79,673	-16,603	-2,505	-9,167	-	-51,398
C/C.7.002	Capitalisation of Interest Costs	Ongoing	168	-	-	-	-	168
	Total - Capital Programme Variation		-79,505	-16,603	-2,505	-9,167	-	-51,230
	TOTAL BUDGET		339,257	129,807	6,929	36,690	-	165,831

E&GI Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	County Planning, Minerals and Waste					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Written advice in response to a written enquiry	Non statutory	£350	£370	Partial	Although this increase is more than the 6% it is still very low for the service received, especially compared with other Councils and it is not set so high as to discourage applicants seeking advice which will ensure better quality planning applications. The fee increases are based on an average officer hourly rate of £50 with no on costs.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	One meeting with Planning Officer at Shire Hall followed by written advice at Shire Hall followed by written advice	Non statutory	£500	£530	Partial	Although this increase is more than the 6% it is still very low for the service received, especially compared with other Councils and it is not set so high as to discourage applicants seeking advice which will ensure better quality planning applications. The fee increases are based on an average officer hourly rate of £50 with no on costs.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	One follow up meeting at Shire Hall with Planning Officer	Non statutory	£315	£335	Partial	Although this increase is more than the 6% it is still very low for the service received, especially compared with other Councils and it is not set so high as to discourage applicants seeking advice which will ensure better quality planning applications. The fee increases are based on an average officer hourly rate of £50 with no on costs.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	One meeting on site by Planning Officer followed by written advice	Non statutory	£650	£685	Partial	Although this increase is more than the 6% it is still very low for the service received, especially compared with other Councils and it is not set so high as to discourage applicants seeking advice which will ensure better quality planning applications. The fee increases are based on an average officer hourly rate of £50 with no on costs.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Waste Management	Provision of Asbestos Disposal Bag suitable for disposing of up to two sheets of cement bonded asbestos.	Non statutory	£14	£14.35	Full cost recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Consents	Consents					

E&GI Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Consents	Advice and input into all stages of NSIP and TWAO processes.	Non statutory	The following rates are per hour and excluding VAT P6 - £108.75 P5 - £96.46 P4 - £85.90 P3 - £79.51 P2 - £74.18 P1 - £69.35 SO2 - £65.21 SO1 - £62.62	The following rates are per hour and excluding VAT P6 - £114.25 P5 - £101.46 P4 - £90.44 P3 - £83.77 P2 - £78.20 P1 - £73.16 SO2 - £68.84 SO1 - £66.13	Partial	These rates cover officer input into Nationally Significant Infrastructure Projects (NSIPs) and Transport and Works Act Orders (TWAOs). Planning Performance Agreements (PPAs) are the mechanism through which officer time is recovered, and these are negotiated with developers. Where specialist teams in the Council have certain rates, these will be applied to this work instead of the Consents Rates Schedule listed here.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk	Flood and Water - Ordinary Watercourse Consenting Pre-application charging schedule					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk	Written advice in response to a written enquiry	Non statutory	n/a (Access Culverts ≤ 6M), £53 (All other Structures)	n/a (Access Culverts ≤ 6M), £53 (All other Structures)		
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk	Meeting and written advice with Officer at the Council Office	Non statutory	n/a (Access Culverts ≤ 6M), £80 (All other Structures)	n/a (Access Culverts ≤ 6M), £80 (All other Structures)		
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk	Meeting on site with an officer followed by written advice.	Non statutory	£53 (Access Culverts ≤ 6M), £106 (All other Structures)	£53 (Access Culverts ≤ 6M), £106 (All other Structures)		
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk	Additional work	Non statutory	£61/hr plus expenses (£0.45 mileage)	£75/hr Coporate rate (£0.45 mileage)		
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Growth and Economy	Flood and Water - Surface Water Flood Risk Planning Pre-application Advice					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk	Written advice in response to a written enquiry	Non statutory	£128 (Minor), £330 (Major development) exc. VAT	£135 (Minor) £348 (Major development) exc. VAT	Full Cost Recovery	The charging has been simplified to make it easier for service users to determine which level of pre-application they seek. The costs have been calculated based on average of the last 12 months
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk	Meeting and written advice including review of drainage strategy	Non statutory	£248 (Minor development), £550 (Major development) exc. VAT	£262 (Minor development) £580 (Major development) exc. VAT	Full Cost Recovery	The charging has been simplified to make it easier for service users to determine which level of pre-application they seek. The costs have been calculated based on average of the last 12 months
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk	Additional work	Non statutory	£61./hr plus expenses (£0.45 mileage)	£75/hr Coporate rate (£0.45 mileage)	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Historic Environment Team					

E&GI Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Pre-Application Enquiry	Non statutory	£96 per hour	£100 per hour	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Stage 1 Evaluation	Non statutory	£545 (Small), £700 (Medium), £1225 (Large) £1865 (Major), negotiation or PPA (Strategic)	£570 (Small), £740 (Medium), £1295 (Large) £1965 (Major), negotiation or PPA (Strategic)	Full Cost Recovery	Negotiation rates based on day rate, travel and HER search fees
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Stage 2 Investigation	Non statutory	£695 (Small), £1545 (Medium), £2400 (Large) £2770 (Major), negotiation or PPA (Strategic)	£730 (Small), £1625 (Medium), £2530 (Large) £2920 (Major), negotiation or PPA (Strategic)	Full Cost Recovery	Negotiation rates based on day rate, travel and HER search fees
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Additional work	Non statutory	£96 p/h or £560 p/d plus expenses	£100 p/h or £680 p/d plus expenses	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Historical Building Recording Pre-Application Enquiry	Non statutory	£96 p/h £560 p/d	£100 p/h £680 p/d	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Historical Building Recording Project	Non statutory	By Negotiation	By Negotiation	Full Cost Recovery	Negotiation rates based on day rate, travel and HER search fees
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Historic Environment Record Searches Up to 1KM Radius (approximately 300 hectares)	Non statutory	£110	£120	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Historic Environment Record Searches Up to 2KM Radius (approximately 1250 hectares)	Non statutory	£160	£170	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Historic Environment Record Searches Up to 4KM Radius (approximately 5000 hectares)	Non statutory	£220	£230	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Historic Environment Record Searches larger than 4KM Radius (above approximately 5000 hectares)	Non statutory	By agreement	By agreement	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Historic Environment Record Searches Priority - response within 48 Hrs additional charge	Non statutory	£96	£100	Full Cost Recovery	

E&GI Schedule of Fees & Charges: Proposed rates for 2025-26

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Archive Storage Deposit	Non statutory	£30	£30	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Historic Environment Team	Archive Storage Charge	Non statutory	£90	£90	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Park & Ride - EV chargers	Use of Electric Vehicle chargers	non-statutory	50p/kwh	14p kw/h	Full cost recovery	Reflects full charge recovery figure
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Growth and Development	Planning Advice					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Growth and Development	Pre-application planning advise on County Council matters including possible developer contributions sought. Standard report produced. (Additional work and attendance of meetings charged at hour rate below plus expenses.)	Non statutory	£362 (Excluding VAT) Price applicable for residential units or equivalent, Category 1: small (5 units or below) Category 2: medium (6-50 units), and Category 3: large 51 to 500 units) Planning Performance Agreement Category 4 (major) or Category 5 (strategic)	£382.00	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Growth and Development	Tailored advice / Additional work	Non statutory	£81/Hr plus expenses (Excluding VAT)	£85.00	Full Cost Recovery	
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Growth and Development	Growth and Development-Transport Assessment and Highways					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Growth and Development	1. Pre-Application Meeting and written advice: CCC meet with the developer team to discuss the proposals & subsequently provide written advice on the scope and methodology of the assessment plus any key transport considerations pertaining to the proposals	Non statutory	Excluding VAT Category 1 (small, 5 units or less) £943 Category 2 (medium, 6-50 units) £1,102 Category 3 (large, 51-500 units) £1,463 Category 4 (major, 501-2000 units) £2,300 Category 5 (strategic, 2000+) PPA (Planning Performance Agreement)	Excluding VAT Category 1 (small, 5 units or less) £995 Category 2 (medium, 6-50 units) £1,160 Category 3 (large, 51-500 units) £1,463 Category 4 (major, 501-2000 units) £2,300 Category 5 (strategic, 2000+) PPA (Planning Performance Agreement)	Full Cost Recovery	The Transport Assessment Team advice to include cycling and travel plan expertise alongside TA scoping

E&GI Schedule of Fees & Charges: Proposed rates for 2025-26

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Growth and Development	2. Pre Application Written Advice: CCC provide written advice on the scope and methodology of the assessment plus any key transport considerations pertaining to the proposals	Non statutory	Excluding VAT Category 1 (small, 5 units or less) £689 Category 2 (medium, 6-50 units) £827 Category 3 (large, 51-500 units) £1,102 Category 4 (major, 501-2000 units) £1,378 Category 5 (strategic, 2000+) PPA (Planning Performance Agreement)	Excluding VAT Category 1 (small, 5 units or less) £725 Category 2 (medium, 6-50 units) £875 Category 3 (large, 51-500 units) £1,102 Category 4 (major, 501-2000 units) £1,378 Category 5 (strategic, 2000+) PPA (Planning Performance Agreement)	Full Cost Recovery	The Transport Assessment Team advice to include cycling and travel plan expertise alongside TA scoping
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Growth and Development	3. Pre Application Transport Assessment / Transport Statement review: Review pre-submission draft transport assessment / transport statement	Non statutory	Excluding VAT Category 1 (small, 5 units or less) N/A Category 2 (medium, 6-50 units) £1,193 Category 3 (large, 51-500 units) £2,756 Category 4 (major, 501-2000 units) PPA (Planning Performance Agreement) Category 5 (strategic, 2000+) PPA (Planning Performance Agreement)	Excluding VAT Category 1 (small, 5 units or less) N/A Category 2 (medium, 6-50 units) £1,260 Category 3 (large, 51-500 units) £2,756 Category 4 (major, 501-2000 units) PPA (Planning Performance Agreement) Category 5 (strategic, 2000+) PPA (Planning Performance Agreement)	Full Cost Recovery	The Transport Assessment Team advice to include cycling and travel plan expertise alongside TA scoping
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Growth and Development	Tailored advice / Additional work	Non statutory	£93/Hr plus expenses (Excluding VAT)	£98.00	Full Cost Recovery	Inflation rise
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk and Biodiversity	Flood and Water - Ordinary watercourse consenting					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Flood Risk and Biodiversity	Ordinary water Consenting Charge	Statutory	£50	£50	Statutory Limit	Set by Defra
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	County Planning, Minerals and Waste					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Statutory fees external applicants	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Statutory fees CCC applicants	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.

E&GI Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Full Applications (and First Submissions of Reserved Matters) Erection of buildings (not dwellings, agricultural, glasshouses, plant nor machinery)	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Erection/alterations/replacement of plant and machinery	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	County Planning, Minerals and Waste-Applications other than Building Works					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Car parks, service roads or other accesses	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees set nationally
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Waste (Use of land for disposal of refuse or waste materials or deposit of material remaining after extraction or storage of minerals)	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees set nationally
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Operations connected with exploratory drilling for oil or natural gas	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees set nationally
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Operations (other than exploratory drilling) for the winning and working of oil or natural gas	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees set nationally
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Other operations (winning and working of minerals) excluding oil and natural gas	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees set nationally
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Other operations (not coming within any of the above categories)	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees set nationally
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Other operations (winning and working of minerals) excluding oil and natural gas	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees set nationally

E&GI Schedule of Fees & Charges: Proposed rates for 2025-26

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Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	As above	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees set nationally
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Other operations (not coming within any of the above categories)	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees set nationally
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	County Planning, Minerals and Waste-Lawful Development Certificate					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	LDC – Existing Use - in breach of a planning condition	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	LDC – Existing Use LDC - lawful not to comply with a particular condition	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	LDC – Proposed Use	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	County Planning, Minerals and Waste-Prior Approval					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Proposed Change of Use to State Funded School or Registered Nursery	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Proposed Change of Use of Agricultural Building to a State-Funded School or Registered Nursery	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	County Planning, Minerals and Waste-Approval/Variation/Discharge of Condition					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Application for removal or variation of a condition following grant of planning permission	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.

E&GI Schedule of Fees & Charges: Proposed rates for 2025-26

Unless otherwise specified, or term time, prices for 2025-26 start from 1 April 2025

Directorate	Reporting Committee	Policy Line	Service	Description of charge	Stat / non stat	Current charge for 2024-25	Proposed charge for 2025-26 General Inflation rates for non-stat rates 2.25% or 5.5% if covers CCC staff costs	Full Cost Recovery, Agreed Discount or Statutory Limit	Additional information
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Request for confirmation that one or more planning conditions have been complied with	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Other Changes of Use of a building or land	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	County Planning, Minerals and Waste-Application for a New Planning Permission to Replace an Extant Planning Permission					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Applications in respect of major developments	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Applications in respect of other developments	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	County Planning, Minerals and Waste-Application for a Non-material Amendment Following a Grant of Planning Permission					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Applications in respect of other developments	Statutory	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	See fees for planning applications found here https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	County Planning, Minerals and Waste-Other Charges					
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	County Planning, Minerals and Waste	Site Monitoring fees	Statutory	See fees for site monitoring visits available at https://www.legislation.gov.uk/uksi/2012/2920/contents/made	See fees for site monitoring visits available at https://www.legislation.gov.uk/uksi/2012/2920/contents/made	Fees set by legislation	Fees changed in 2023 and set nationally so no amendments to note in this sheet.
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Heat Network						
Place and Sustainability	Environment and Green Investment	Planning, Growth and Environment	Heat Network - Swaffham Prior	Unit charge for heat at Swaffham Prior	Non-statutory	9.68p/kwh including VAT	8.53p/kwh including VAT	Agreed discount	2025/26 proposed charge is inline with the October index, provided at the end of November.

North East Cambridge – Transport Position

To: Environment and Green Investment Committee

Meeting Date: 16 January 2025

From: Executive Director of Place and Sustainability

Electoral division(s): Kings Hedges, Milton, Fen Ditton

Key decision: No

Forward Plan ref: N/A

Executive Summary: This report provides members with an update to the County Council's position as Highway Authority regarding the development area of North East Cambridge (NEC). It summarises work that has been undertaken to inform discussions with planners and developers to define the level of development deemed deliverable in transport terms, and to support securing appropriate levels development funding towards the transport measures identified as needed to facilitate access to the NEC area by non-car modes of transport. This is an update to the Council's formal Position Statement that was agreed at this Committee in September 2021.

Recommendation: The Committee is recommended to:

- a) Approve the approach to the assessment and consideration of traffic and transport impacts, and the associated transport Position Statement as set out in Appendix 1.
- b) Delegate authority to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Environment and Green Investment Committee to update the position statement to take account of minor changes, Counsel advice, and mitigation measures in line with the recently updated National Planning Policy Framework (published December 2024).

Officer contact:

Name: Jez Tuttle

Post: Transport Assessment Manager

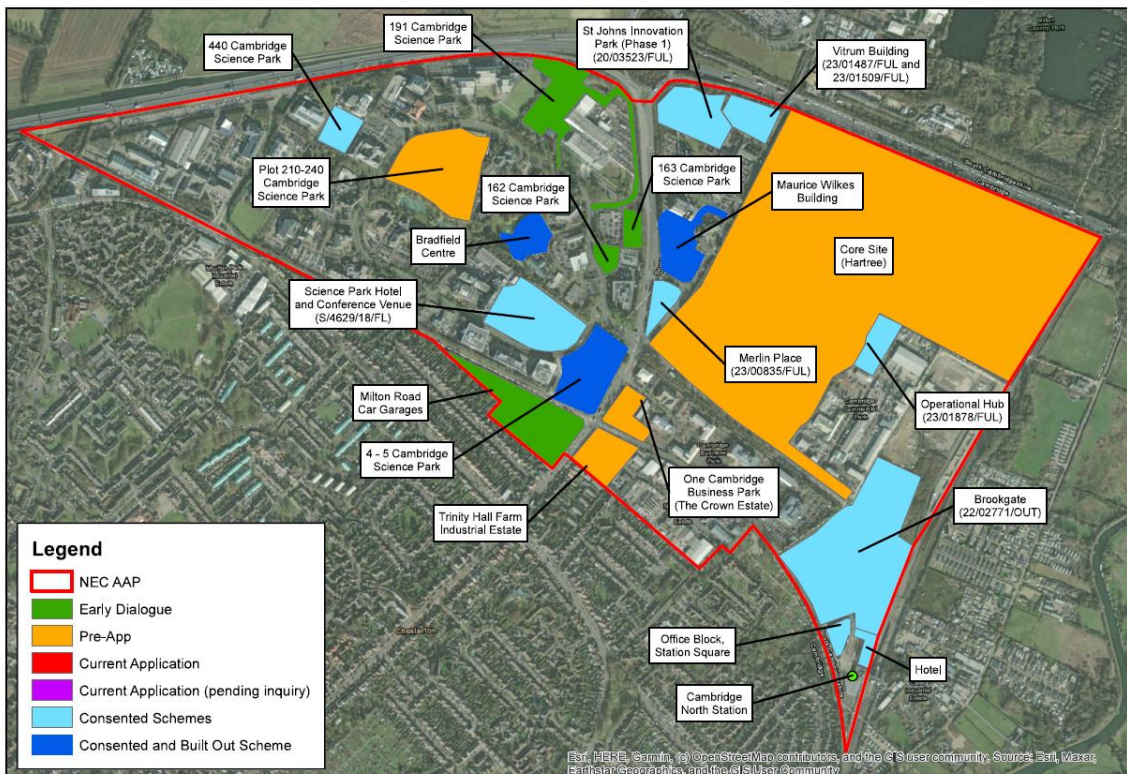
Email: Jez.tuttle@cambridgeshire.gov.uk

1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes: The approach proposed will provide officers working on the redevelopment of North East Cambridge with a robust framework to securing developer contributions towards sustainable transport investment, maximising journeys by public transport and active travel, therefore contributing to the avoidance or reduction of carbon impacts from transport to the area.
- 1.2 Travel across the county is safer and more environmentally sustainable: the approach proposed will provide officers working on the redevelopment of North East Cambridge with a robust framework to securing developer contributions towards sustainable transport investment, maximising journeys by public transport and active travel, therefore contributing to the avoidance or reduction of carbon impacts from transport to the area.

2. Background

2.1 A paper to this Committee was approved in September 2021 which set out the County Council’s approach to dealing with development in the North East Cambridge (NEC) area – a location shown in the plan below and bounded to the north by the A14, the east by the railway line and extending south to the Nuffield Road industrial area while on the western side of Milton Road. It includes Cambridge Science Park and Cambridge Regional College. The Council’s approach was presented as a Position Statement setting out how planning applications coming forward ahead of the adoption of the Area Action Plan (AAP) for the NEC area would be dealt with to ensure all plots contributed to the strategic and local transport mitigation highlighted as being required to facilitate access to the area by non-car modes.



- 2.2 At the time of the 2021 Committee report, the Council was expecting the adoption of the Area Action Plan later that year. However, Greater Cambridge Shared Planning Service took the decision to delay the adoption of the Area Action Plan until such time as the Development Consent Order dealing with the relocation of the Waste Water Treatment Works had been determined.
- 2.3 The aspirations for the NEC area, as set out in a draft Area Action Plan are for a high-density and high-quality mixed-use area, effectively creating a new urban quarter for Cambridge. The transport evidence supporting the Area Action Plan showed that the road network around the NEC area was already operating at or above the maximum capacity meaning that if development were to come forward in the NEC area, then it would need to do so without adding additional car trips to the highway network. As set out in the previous Position Statement it was decided to go down the route of setting a vehicular trip budget which would limit the number of car trips to the area but not the total number of trips that can be made into the NEC area.
- 2.4 The Position Statement agreed in 2021 and revised in February 2022 set out some key principles including:
- Future growth needs to be delivered without adding car trips to the already congested highway network, and this will be managed using a 'vehicular trip budget'.
 - Development of the area should be brought forward in a co-ordinated way which considers the impact of cumulative development and provides appropriate levels of mitigation to facilitate access by non-car modes.
 - Development must not lead to unacceptable air quality.
 - Active travel and public transport have a key role in connectivity to the area.
 - Quality of development and place is critical.
- 2.5 An extensive list of transport proposals was identified and set out, including a mix of site-specific measures, as well as strategic public transport and active travel schemes, principally within the Greater Cambridge Partnership programme that would facilitate access by non-car modes.
- 2.6 It was also proposed to place limits on the level car parking which was also set out, noting that this would need to be a step-change from other areas in Cambridge. This is because restricted levels of parking are one relatively easy way of limiting the number of car trips because if it is hard to find parking at the destination and there is a viable alternative way to access the site, then people are more likely to change their mode of transport.
- 2.7 At the time of the 2021 Committee, the total cost of the infrastructure required to adequately mitigate the impact of the NEC area was estimated at £110m.
- 2.8 Key to the successful implementation of the NEC area was the development of a comprehensive position on transport for the whole area. Individual development site Transport Assessments would then be required to show how their development site addresses the area wide strategy. Officers have worked to ensure that there is a suitable evidence base to go forward with to allow the Mitigation required to be procured.

3. Main Issues

- 3.1 As a result of there being no developer-led transport strategy for the NEC area, working closely with colleagues at the Greater Cambridge Planning Service the Council's position statement has been revisited and enhanced by officers to ensure that it provides an up-to-date and reliable evidence base for the transport network. In the period since the previous report, developer aspirations for the NEC area have changed significantly and the developers are now considering higher densities and mixes of employment sites to increase the numbers of potential jobs on the site whilst retaining the same level of houses to be delivered.
- 3.2 There have also been material changes on the ground, with Cambridge North station now providing access into the NEC area by rail as well as paving the way for the redevelopment of the Network Rail yard which allows for a fuller redevelopment of the area.
- 3.3 Several developments have come forward with their own transport assessments, including one which was determined at appeal where the previous position statement was questioned. It was therefore critical to ensure that the Council's position and technical approach to planning applications and specifically transport assessments was robust.
- 3.4 The previous evidence base has therefore been re-examined and expanded to draw in new information and increase its robustness, and also to contemplate potential additional, higher levels of employment within the NEC area.
- 3.5 The recent work shows that significant levels of jobs and housing growth can be delivered in the NEC area in transport terms, as long as appropriate sustainable transport mitigation is provided. However, the latest work has indicated that there is a finite level of development that can be accommodated in transport terms without the required car driver mode share falling below acceptable realistically achievable levels. The list of mitigation required to deliver the revised development quanta has been refreshed using recent cost estimates from the Greater Cambridge Partnership (GCP). The revised figure to deliver what is needed is over £170m. The updated evidence base and position statement are appended to this report in Appendix 1.
- 3.6 The latest work indicates that development quanta over this finite level as defined in Table 10 of Appendix 1 would require achieving car mode shares lower than the best performing sites in the UK and Europe and is likely to require significant additional mitigation over and above the identified mitigation including from the current GCP programme of schemes, as the level of change in travel pattern and mode would need to be transformational. At this point in time, there is no clarity as to what interventions over and above the GCP programme would be required and no clarity as to who should develop or fund such a scheme if it were proved to be deliverable. This may be explored through the work on the Greater Cambridge Transport Strategy, which is being led by the Cambridgeshire and Peterborough Combined Authority (CPCA).
- 3.7 Officers are content with the technical work, and the evidence base that lies behind it. Given the importance of securing these developer contributions, and the strong likelihood of challenge that is expected, Counsel's advice has been sought on the principles in the position statement (the outcome of which is expected after this Committee meeting, which is why a delegation has been sought for any updates that may be required as a result) and

it has also been through an independent technical review of the evidence and conclusions. These two additional checks will ensure that the Council's updated Position Statement is robust and allows the best chance possible to secure a comprehensive transport package required to deliver the type and quality of development that is aspired to.

- 3.8 Close working with partners, developers, and stakeholders will be required to both deliver the scale of transport investment required to enable the comprehensive redevelopment of this area of Cambridge, and to achieve the vision for the highest quality place-making.

4. Alternative Options Considered

- 4.1 Relying on the existing position previously approved by Committee in 2021 was considered but given the changes in transport trends following the Covid pandemic, including increased working from home, the increased levels of development being contemplated, and the increase in scheme costs due to inflation, this was not determined to be robust.

5. Conclusion and reasons for recommendations

- 5.1 It is recommended that the Council adopts the Transport Position Statement as set out in Appendix 1, and officers use this in discussions with partners and developers in relation to the master planning and the transport assessments of individual planning applications in the NEC area. This will establish a set of 'red lines' that guide discussions and provide a methodology for the negotiation of significant amounts of developer funding that will deliver on site infrastructure as well as support the delivery of the GCP schemes.

6. Significant Implications

6.1 Finance Implications

No direct implications, however, the approach ensures that developments in the area contribute financially to the area-wide strategic transport package, providing much needed local match capital funding.

6.2 Legal Implications

The approach will assist the County in fulfilling its Local Highway Authority duties as a statutory planning consultee. As already discussed in paragraph 3.7, officers have sought Counsel's legal advice to support the principles in this report and to ensure that it is updated as appropriate following the advice to ensure it is robust.

6.3 Risk Implications

The approach will assist the County in fulfilling its Local Highway Authority duties as a statutory planning consultee. There are risks associated with securing the developer contributions which will be mitigated by adopting the approach set out in this report.

6.4 Equality and Diversity Implications

There are no significant implications within this category. Access for all will form an overarching requirement of any detailed planning application assessed through the National Planning Policy Framework (NPPF). Any potential impacts from limiting car access will be evaluated at the time as part of the usual development consent processes, it is important to note that this position statement will not replace existing standards or guidance for example on accessible parking.

7. Source Documents

7.1 The following have been referred to in the report and are available online:

- Environment and Green Investment Committee Paper September 2021, including Transport Position Statement: [Document.ashx](#)
- Previous Transport Position Statement updated in February 2022: <https://www.greatercambridgeplanning.org/media/2452/transport-position-statement-revised-february-2022.pdf>

7.2 Appendices:

Appendix 1 – Transport Position Statement

North-East Cambridge Development – Transport Position Statement and Approach

INTRODUCTION

The North-East Cambridge area (**NEC**), a location containing key employment clusters, alongside education facilities at Cambridge Regional College and transport assets such as Cambridge North station and the Cambridgeshire Guided Busway, (see Figure 1) has long been seen as a key opportunity site for regeneration and development. Following discussions with the developers and landowners, the County Council (“**the Council**”) has developed and set out the transport approach for NEC, considering alternative levels of development and their impacts, and whether the proposed growth can be accommodated in transport terms. Other impacts of the development such as biodiversity, flooding, etc will need to be assessed and considered separately.

This position statement is the result of that work and sets out the Council’s position on the development of various sites in the north-east of Cambridge collectively referred to here as NEC, or “**the Development**” from a transport perspective, and describes the Council’s vision and requirements for mitigating the comprehensive redevelopment of the area. A short summary is provided in this position statement, which is supported by two technical appendices which describe and evidence the Council’s detailed transport response to the emerging proposals.

BACKGROUND

This position statement updates and builds on the existing work which was approved in September 2021¹ and updated in February 2022². The technical work that underpins both the original and revised position statements was developed as part of the Ely to Cambridge Study³, and included detailed technical analysis undertaken that was specific to the NEC area. These earlier studies were overseen by a technical group that included officers from both the local and strategic highway authorities and included engagement with landowners and developers. This led to the conclusion that development in the area was acceptable in transport terms as long as it did not result in additional levels of car trips on the surrounding highway network and hence a severe cumulative impact.

The first appendix describes using a **trip budget** approach to respond to planning applications and in understanding the impact of proposals as they come forwards. The second appendix considers the mitigation required for the Development, and how this shall be apportioned. A trip budget is an innovative and proactive approach to bringing forwards and managing the impacts of development, which is being used successfully on other key strategic sites by the Council. Both appendices form part of a coherent approach to the Development by the Council as Highway Authority but can also be used as stand-alone technical documents.

¹ [North East Cambridge Area – Transport Approach EGI 16 September 2021](#)

² <https://www.greatercambridgeplanning.org/media/2452/transport-position-statement-revised-february-2022.pdf>

³ ³ [2018-Ely-to-Cambridge-corridor-transport-study PSOBC.pdf](#)

The trip budget and apportionment methodology used in this assessment considers the delivery of strategic transport interventions to support the comprehensive development of whole NEC area. Individual transport assessments will still be required for all planning applications and, should these flag the need for additional local interventions, then these will be secured by CCC and the Local Planning Authorities in the usual way.

The 2018 adopted Local Plan⁴ allocates the area east of Milton Road for regeneration but notes that a future Area Action Plan (**AAP**) will determine the quantum and mix of uses, and that any interim proposals must not compromise the future comprehensive redevelopment of the area. The Cambridge Science Park west of Milton Road is allocated for densification of employment.

The Draft Proposed Submission North East Cambridge Area Action Plan⁵ was agreed by Cambridge City and South Cambridgeshire District Councils (together the **LPAs**) in January 2022 for future public consultation in the eventuality that a future consent for the relocation of a waste water treatment plant is approved. The draft AAP allocates 8,350 additional homes and 15,000 additional jobs to the NEC area. The draft AAP is supported by transport evidence prepared by the County Council and has a vision for a different approach to development on the edge of Cambridge, with increased height and density of buildings and a mixture of employment and residential sites.

Previous public sector transport investment in and around the Development has been significant and provides links to the new community at Northstowe by public transport and active travel along the Busway, direct connections to the rail network via Cambridge North station, and strategic high quality active travel links along the Chisolm Trail. Capacity on the A14 has also been significantly improved by National Highways, and the major interchange of the A10 and the A14 has had improvements completed. Major works have been carried out on Milton Road, as part of a Greater Cambridge Partnership project to improve connectivity for public transport and active travel users. Notwithstanding this, the highway network surrounding the Development is effectively at capacity, with regular and sustained congestion, particularly during the morning and evening peak periods. This is still the case despite the impact of the Pandemic on traffic levels around the development where the levels of traffic are still approximately 10 percent less than in 2019⁶.

POSITION STATEMENT

The Council's key principles for the Development are:

- In principle support for the comprehensive development of North-East Cambridge
- Recognition of the significant amount of transport infrastructure already provided
- Recognition of the role of the Greater Cambridge Partnership programme to provide additional capacity for public transport and active travel journeys to the area
- Despite the previous and planned investment, the highway network is at or nearing a finite capacity throughout the day but especially in the AM and PM peak periods
- That allocation of employment and residential land within the development is a key element of defining and managing trips generated by the development
- Planned growth can be mitigated and managed but requires limited additional trips onto the highway network

⁴ [Cambridge City Local Plan 2018.pdf](#)

⁵ [North East Cambridge Area Action Plan v4 2021.pdf](#)

⁶ [quarterly-transport-data-updates/](#)

- Significant further transport mitigation is required, and an overarching and coherent approach to the long-term design and delivery of the Development is needed
- Minimal impact on the highway network is required and this will be managed by a trip budget approach, with grade separation of key barriers and routes for pedestrians and cyclists as well as improved connectivity for public transport
- Continued collaboration and joint working between the Council and the LPAs is essential to enable the comprehensive redevelopment of NEC.

The mitigation identified in the Appendices is essential to enable the sites to be accommodated in transport terms, without significantly increasing the number of cars on the already congested network. The Development will need to provide the following:

- A comprehensive commitment to the trip budget approach, and the consideration of the NEC area as a whole in the form of a transport strategy for the whole NEC area to show that the development can be delivered within the trip budget.
- Grade separated crossings of the congested Milton Road to connect the site for pedestrians, cyclists and public transport.
- Significant contributions to the GCP transport programme in recognition of the additional capacity which is being provided.
- Mitigation as described in the Appendices, which may be updated from time to time.
- Future planning and safeguarding of land for potential strategic improvements must be made to enable a future solution to the Fen Road level crossing and access to the east of the railway; and to facilitate links to a future additional river crossing for sustainable transport, should these interventions be brought forwards to support growth at NEC and elsewhere in the sub-region.

Levels of development above those assessed in the Appendices are not sustainable in transport terms and will not be supported unless further, additional and transformative, mitigation can be identified and delivered entirely by the Development. Developers will be required to demonstrate that this additional mitigation is adequate to support their proposals.

Some individual sites within NEC have already been approved and, at the time of writing, further applications are being prepared and considered. These applications will be considered in the context of the principles and evidence set out here as they come forwards, and the onus will be on the landowners and developers to work together and demonstrate how their proposals will deliver the mitigations and contributions required.

The approach set out in this note has been prepared to be compliant with the current National Planning Policy Framework (NPPF) of December 2023⁷. The NPPF notes (at paragraph 115) that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The Council's approach addresses the cumulative impacts of development across the NEC and is well evidenced through the technical work summarised in the Appendices.

At the time of writing revisions to the NPPF are being considered including promotion of a vision-led approach to development-related transport planning. This position statement is based on vision-led principles and is therefore considered to also be in line with the emerging NPPF.

⁷ [NPPF December 2023.pdf](#)

Appendix 1 – Trip Budget Approach

Introduction

This note considers the emerging development quanta being promoted by the landowners within the NEC area. It assesses whether these development quanta are likely to be achievable in transport terms with the known list of mitigation schemes in the Greater Cambridge area or whether additional mitigation will be required to enable the proposed levels of development to come forward, all while ensuring the level of vehicle trips remains within the trip budget for the area.

The North East Cambridge development area is shown in Figure 1 below

Figure 1: North East Cambridge Development Area



Background

The NEC area includes land to the east of Milton Road, which is currently occupied by the wastewater treatment works, St John's Business Park, Merlin Place, Cowley Road and Nuffield Road, plus Cambridge Science Park and Cambridge Regional College located to the West of Milton Road. This area is covered by a draft Area Action Plan⁸ which is supported by a Transport Evidence Report⁹.

The North East Cambridge Area Action Plan Transport Evidence Report (September 2019) (NECTER) built on the Ely to Cambridge Preliminary Strategic Outline Business Case

⁸ [NECAAPNorthEastCambridgeAreaActionPlanReg192020v42021.pdf](#)

⁹ [nec-aap-transport-evidence-base.pdf \(greatercambridgeplanning.org\)](#)

(PSOBC)¹⁰ (particularly the Strand 3 report¹¹) which used the Council's Cambridge Sub Regional Model (CSRM) to assess the capacity of the highway network surrounding the NEC area. The NECTER used available traffic counts and traffic models from planning applications on the Science Park at that time. This included traffic surveys from 2017 and network LinSig models.

Baseline Conditions

The PSOBC tested the performance of the local highway network with and without increased development in the NEC area. Details of the assumed levels of development are set out in Table 4 of the PSOBC. The PSOBC indicated that in the future year (2031) the highway network is predicted to be operating over capacity without development in the NEC area. The PSOBC also showed that there was significant delay in both the AM and PM peaks (Figure 13) with the A14 / A10 Milton Interchange being one of the major pinch points as well as the junctions on Milton Road south of the A14.

The Cambridge to Ely Strand 3 Report indicated that the high levels of parking provided within the NEC area encouraged use of the car which resulted in higher car mode shares than was the case at other major employment sites in Cambridge such as the Cambridge Biomedical Campus. It was also noted that, whilst the NEC area is well located in terms of access to the strategic road network, the Milton Interchange acts as a significant throttle to traffic flows from the A10 and A14 onto Milton Road. This is an important issue when considering the potential transport impact of further development in the NEC Area.

The evidence from both the A14 improvement scheme and the Ely to Cambridge Study indicates that the A14 Cambridge Northern Bypass is very likely to be operating over capacity between the Girton and Milton interchanges by 2031, even with the recent improvements, and without development in the NEC area or a fully built out new town north of Waterbeach. The provision of extra capacity on this stretch of the A14 would likely be challenging and costly and could also be counterproductive in terms of the wider available capacity of the M11 and A14 west of Girton and east of Milton.

The NECTER highlighted that, because of the constraint created by Milton Interchange and the A14 Cambridge Northern Bypass, without mitigation or measures to limit car use and provide alternatives for many trips into the NEC area, development traffic would displace other traffic on to less appropriate routes. These include Kings Hedges Road and other routes through the city, as well as routes through villages to the north of the A14. Analysis has shown that, whilst growth in the NEC area would contribute to an increase in flows on the A10, the largest movements associated with development of the NEC area would be from the east and west on the A14 and from the south on the M11. The NECTER highlighted the following elements that were vital to delivering development of the NEC area in a sustainable way for transport:

- Providing a form and mix of development that enables access to many services and facilities by residents, workers and visitors to be made locally or without the need to travel by car, supported by a policy of demand and parking management for developments in the NEC area
- Reducing the number of trips that are made to and from the NEC area by car and providing infrastructure and services to allow for these trips to be made by other means.

¹⁰ [2018-Ely-to-Cambridge-corridor-transport-study PSOBC.pdf](#)

¹¹ [2018-Ely-to-Cambridge-corridor-transport-study-Cambridge-NE-fringe-report.pdf](#)

The NECTER included an update of the baseline transport conditions in the area around the NEC area and noted that, despite the area being served by the Cambridgeshire Guided Busway (The Busway) and Cambridge North Station, the existing levels of congestion on the highway network at peak times impacted on the effectiveness of access not just for vehicular traffic but also non-car modes particularly active travel. In addition, a number of barriers to pedestrian and cycle access, such as the railway, A14, the width of Milton Road and the lack of crossing points, internal fencing within the site as well as fencing along the Busway reduce permeability into and within the NEC Area for active travel and public transport routes.

One result of the review of the baseline transport conditions was that the predominant mode of travel into the NEC Area in the 2011 census was private car driver (71%¹²). Further analysis of accessibility by non-car-modes indicated that almost 50% of existing employees had no realistic public transport option for accessing the NEC area. It is important to note that, at the time of the 2011 census, neither Cambridge North station nor the Busway were open. Travel Plan Plus data for the NEC Area showed that in 2019 the mode share for car driver or car share driver had reduced to 56% which is likely, in part, to be due to both the opening of the Busway and Cambridge North Station, and also due to efforts by existing land owners/businesses to reduce reliance on accessing the site as a car driver. While both the Busway and Cambridge North Station have had an impact on the accessibility of the NEC area by non-car modes it is clear there is still more to do if the site is to achieve the level of mode shift indicated by the Ely to Cambridge Study and the NECTER.

Trip Generation

The historic approach to assessing the impact of a development site on the local highway network was to predict the likely level of vehicle trips that would be generated by the site and then develop highway mitigation measures to facilitate the predicted level of trips. This practice is known as predict and provide. However, the Ely to Cambridge Study and the NECTER indicated that this would be difficult in the NEC area as testing of the available capacity on the surrounding road network, together with the existing levels of congestion on the highway network and the permeability barriers for active travel and public transport modes identified around and within the site, meant it would be difficult, and undesirable in policy terms, to provide sufficient highway capacity to accommodate the additional vehicle trips associated with predict and provide. Therefore, in order to enable the comprehensive development of the NEC area to come forward it became clear that an alternative way of dealing with the trip making of the NEC area and identifying the mitigation was required. The option chosen for the NEC area is to apply a trip budget which sets a limit on the number of car trips that can be accommodated on the highway network. The Council has implemented trip budgets for large developments elsewhere in the County most notably at Alconbury Weald in Huntingdonshire, and Waterbeach New Town just north of the NEC area. In addition there are limits to the numbers of cars that are allowed to access the Cambridge Biomedical Campus through the imposition of a maximum number of cars that can park on the site. This is in line with the emerging vision-led approach to transport planning advocated in the emerging (at time of writing) revised NPPF.

Trip Budget

The trip budget concept emerged from the Ely to Cambridge Study which used the CSRSM and indicated that the highway network around the NEC area, primarily Milton Road, Kings

¹² Travel by Car or Van

Hedges Road and the A14, was congested in all the scenarios tested. The Ely to Cambridge Study indicated that the highway network around the NEC Area could accommodate 3,900 car trips in the AM (0800-0900) and 3,000 car trips in the PM (1700-1800) peaks. This was further refined in the NECTER which looked at the capacity of the local road network in more detail using the observed traffic counts undertaken in relation to planning applications within the Cambridge Science Park (2017). These counts were used to determine the spare capacity on the local road network around the NEC area. This work indicated that the surrounding highway network was already operating over its operational capacity in 2017, especially at Milton Interchange and the Golden Hind Junction, with the overall network operating at -13% Practical Reserve Capacity (PRC¹³) in the AM peak and -11.9% PRC in the PM peak. When the 2031 future year was tested using the predict and provide method the level of delay increased with the network shown to operate at between -53.1% and -180.6% PRC depending on the development scenario tested.¹⁴

The NECTER then tested the 2031 future year with the Development Trip Budget, the purpose of these tests was to understand the level of mode shift that would be required for each of the development options set out above to achieve similar local highway performance to that seen in the 2017 base scenario.¹⁵ The resulting number of External Vehicle trips for the AM and PM peak periods are set out in Table 1 below.

Table 1: Development external vehicular trip budget

Period	Number of vehicles
AM peak hour	3,900 vehicle trips
PM peak hour	3,000 vehicle trips

The figures set out above relate to the number of vehicle trips permitted to be generated on Milton Road as a result of the development of the NEC Area. It is interesting to note that this level of trips is very similar to the actual level of trips to and from the Science Park observed in the 2017 traffic surveys. This means that, in order for additional development in the NEC area to come forward, there will need to be significant reduction in trip making by private car for the existing land uses to give the required headroom on the highway network for trips made by new sites within the NEC area.

This trip budget is not specific to any quantum of development in the NEC area. However, evidence available from other locations in both the UK and in Europe indicates that there are limits to how low the car (driver) mode share of a development can realistically be pushed and therefore it is important to understand the car mode shares that result from different level of development in the NEC area.

Development Quanta

At the time the NECTER was written it was not clear what the preferred level of development would be in the NEC area and therefore a range of development options were tested. These were compared to the existing development on the site (in 2018) and subsequent further tests looked at consented development (at 2019). The land use scenarios tested in the NECTER are set out below:

¹³ PRC is a measure of the degree of saturation of a traffic signalised junction or network. A positive PRC indicates that a junction has spare capacity and may be able to accept more traffic. A negative PRC indicates that the junction is over capacity and is suffering from traffic congestion

¹⁴ [nec-aap-transport-evidence-base.pdf \(greatercambridgeplanning.org\)](#) Table 19

¹⁵ [nec-aap-transport-evidence-base.pdf \(greatercambridgeplanning.org\)](#) Table 20

Table 2: Land Use Scenarios

	Existing (2018)	2019 + Consented	HIF* Scenario	Option 1	Option 2	Option 3	Option 4
Jobs	12,000	17,300	18,900	18,200	23,200	27,000	23,200
Dwellings	n/a	n/a	9,200	5,500	6,650	7,600	8,700

* HIF – Housing Infrastructure Fund, this was a government scheme and, in this case, focused on the redevelopment of the parcel of land that contains the Waste Water Treatment works site.

Person Trip Rates

To understand the number of all-mode person trips likely to be generated by each of the scenarios above, the TRICS data set, an industry-standard tool, has been interrogated. The trip rates used in this assessment are those use in the NECTER (and by the developers representing individual parcels within the NEC Area) and are set out in the table below.

Table 3: Person Trip Rates

Trip rate type	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Residential (per dwelling)	0.185	0.791	0.976	0.507	0.231	0.738
Business Park (per job)	0.439	0.045	0.485	0.025	0.311	0.336
Industrial Park (per job)	0.423	0.228	0.651	0.107	0.388	0.495

The resulting person trip generation of the development scenarios tested in the NECTER are summarised in Table 4.

Table 4: Person Trips

Development Scenarios	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing 2018	5,190	690	5,890	370	3,750	4,120
2018+Consented (2019)	7,360	1,010	8,380	560	5,290	5,850
HIF scenario	10,050	8,460	18,500	5,340	8,120	13,460
Option 1	8,320	5,370	13,690	3,390	6,510	9,900
Option 2	10,530	6,510	17,050	4,100	8,210	12,320
Option 3	12,160	7,460	19,620	4,690	9,490	14,180
Option 4	11,660	8,110	19,770	5,130	9,140	14,260

From this it is possible to see that the flows associated with the 'Existing' and 'Existing +Consented' scenarios result in very unbalanced flows, with high 'in' flows in the morning and 'out' flows in the evening peaks. In comparison, the development scenarios tested in the NECTER have more balanced arrival and departure profiles, as all the development scenarios tested include an element of residential development which means that there is an opportunity for workers to live closer to their place of work than is currently the case in the NEC area. This is important as this means that public transport services are more likely to

have passengers in both directions with more balanced arrival and departure profiles which helps with the long-term commercial viability of the services in the long run.

Car Driver Mode Share

If the trip budget set out above is to be achieved that there will need to a significant shift away from the private car for access to the NEC area. The required Car Driver Mode shares for the development scenarios tested in the 2019 NECTER are set out below.

Table 5: Car Driver Mode Share

	Existing (Census 2011)	HIF Scenario	Option 1	Option 2	Option 3	Option 4
Car Mode share	71%	29%	38%	29%	25%	26%

From this it is clear to see that there is a need to more than halve the car driver mode share recorded in the 2011 Census if the NEC area is to stay within the trip budget. It is important to note, however, that since the 2011 Census both the Busway and Cambridge North Station have opened which has improved connectivity into the NEC area. From other data sources it is evident that the reliance on the private car for access to the NEC area has reduced with Travel Plan Plus data for October 2023 indicating that the car mode drive mode share is around 29% (although this represents an increase since October 2022 where around 23% was recorded). This compares to 71% car driver at the time of the 2011 census, and 56% in the 2019 Travel Plan Plus data. This suggests that the post-pandemic mode share for the Cambridge Science Park is comparable to the mode shares indicated in the NECTER as seen in Table 5 above. This is very encouraging but still means that, if additional development is to be accommodated in the NEC area over and above that currently consented, this will require significant shift to non-car modes of travel for the trips generated by existing land uses within the NEC area to ensure the overall site remains within its trip budget as there is no scope for additional car trips to the NEC Area despite the reductions seen in the number of car trip in to the area.

It is possible that all of the development options tested above will be deliverable in transport terms as a result of known range of public transport and active travel schemes proposed for the Greater Cambridge area which (once built and operational) will help to provide a more comprehensive network of sustainable transport modes with improved access to the NEC area by non-car modes. Experience and benchmarking from other locations shows that the areas that achieve the most significant reductions in car mode share are located where there is a comprehensive public transport and/or active travel network offer. This will be the case for NEC once the known schemes are operational. The sites shown to be achieving the lowest car mode shares have also introduced additional site-specific measures to facilitate sustainable travel and discourage use of private cars for access to the area.

Mitigation

The initial list of schemes required to accompany the NEC site and facilitate access by non-car modes was set out in Table 55 of the NECTER, and for convenience is set out below.

Internal Measures

- Spatial framework development promoting connectivity and permeability
- Segregated crossing point(s) on Milton Road
- Crossing points on the busway to reduce barrier effect

- Highway site access improvements
- Intra-site shuttle system
- NEC parking strategy - including low levels of onsite parking provision and monitoring of parking in the surrounding residential areas
- Travel Plan Measures and Travel Monitoring - including e-bikes/e-scooters, incentive programmes, transport subsidies, etc
- Potential changes to development mix/quantum to reduce vehicle impact and increase internalisation levels e.g. monitor secondary school demand and add provision if needed
- Marketing support to attract residents to the area that are more likely to use alternative travel modes other than car
- Incentive scheme to maximise resident-to-employee ratio - potential for a particular housing development associated with employers in the area or for tax reductions for people who work and live in the area.

Local Measures

- New segregated link from Milton Road P&R to site avoiding interaction with Milton Road
- Additional P&R spaces at key locations around Cambridge
- Park and cycle opportunities at P&R locations
- P&R shuttle system
- Variable Message Signage (VMS) at key locations to inform drivers of P&R spaces and congestion issues at Milton Road/Milton Interchange.

Strategic Measures

- Additional bus services – extra service buses to enhance links to key areas
- Additional rail services to be delivered by rail operating companies
- Delivery of already planned cycle improvements
- Plugging gaps in the wider cycle network to enhance routes to key residential areas
- Delivery of the wider public transport and active travel networks including the GCP programme of measures.

From this we can see that the comprehensive redevelopment of the NEC requires developers within the area to contribute to the delivery of the GCP schemes, and other measures set out above, to significantly improve accessibility to this and the wider Greater Cambridge Area by non-car modes, alongside measures to reduce car-borne travel and comply with the trip budget.

Development Mix

The NECTER identified that the development mix (i.e. the mix of homes and employment and other supporting land uses within the new development) has a significant role to play in reducing the level of car trips generated on the surrounding highway network. A well-balanced development mix can help encourage internalisation of trips by enabling residents and employees to meet their daily requirements by short trips made within the site, without having to travel outside the site. These shorter trips are more easily made by active travel modes and public transport. The level of internalisation of trips is a key factor in reducing car trips on the surrounding highway network.

Given the low level of external car trips that are allowed via the trip budget it is vital that the development of the NEC area comes forward in a way that maximises internalisation by providing a sustainable mix of development on site, as well as ensuring there are viable alternatives to the private car for those external journeys that still need to be made.

To this end, the NECTER considered the impact that the ratio of homes to jobs has on the trip generation and internalisation of the site. Key to this is the likely level of internalisation associated with different trip purposes. The information below uses information from the UK Department for Transport's National Trip End Model (NTEM) and the Trip End Model Presentation Program (TEMPro).

Table 6: TEMPro home-based journey purpose distribution – combined modes

	Work Related	Education	Shopping	Personal Business	Leisure (recreation/Social)	Leisure (visiting friends and Family)
AM Peak	37%	48%	6%	6%	2%	2%
PM Peak	47%	6%	15%	8%	10%	14%

Source: TEMPro Home-based Journey Purpose data, all travel modes, origin and destination combined, for Cambridge MSOAs 001-004 and South Cambridgeshire 007 in 2031.

A review of the 2011 Census 'Distance Travel to Work' dataset was undertaken and trends within Cambridge as a whole were examined to estimate the potential relationship between people working and living within the NEC area. This analysis identified the proportion of residents who have the potential to be employees in the area and vice versa, thus avoiding an external trip either to or from the study area. Given that the NEC area is approximately 2km from edge to edge, this figure is used in the following assessments.

The 2011 Census data used in the NECTER indicated that, on average, 30% of all employed Cambridge residents work within 2km of where they live, which equates to 18% of the total Cambridge workforce.

The actual level of internalisation of commute trips, therefore, depends on the ratio of homes to jobs within the NEC area. The result of this exercise indicated that the optimal ratio of homes to jobs in the NEC area is 0.80. The table below sets out the ratio of homes to jobs for each of the development scenarios tested in the NECTER.

Table 7: Ratio of Homes to jobs

	Existing	HIF Scenario	Option 1	Option 2	Option 3	Option 4
Ratio of homes to jobs	N/A	0.49	0.31	0.29	0.28	0.38

From this it is possible to see that none of the development scenarios tested in the NECTER achieve the optimal ratio of homes to jobs meaning that the levels of internalisation for all the proposed development scenarios will be lower than the optimum level set out above and therefore this will reduce the levels of internalisation possible and require more investment to facilitate access to the site by non-car modes.

Table 8: The overall development trip internalisation levels by scenario – AM Peak

Development scenario	% employment generated commute trips internalised (max 18%)	% residential generated commute trips internalised (max 11%)	% residential generated non-commute trips internalised (max 36%)	% of all development generated trips internalised
HIF Scenario	11%	11%	36%	24%

Option 1	7%	11%	36%	19%
Option 2	7%	11%	36%	19%
Option 3	7%	11%	36%	19%
Option 4	9%	11%	36%	21%
Average	8%	11%	36%	20%

Table 9: The overall development trip internalisation levels by scenario – PM Peak

Development scenario	% employment generated commute trips internalised (max 18%)	% residential generated commute trips internalised (max 14%)	% residential generated non-commute trips internalised (max 21%)	% of all development generated trips internalised
HIF Scenario	12%	11%	21%	17%
Option 1	8%	12%	21%	14%
Option 2	8%	12%	21%	14%
Option 3	8%	12%	21%	14%
Option 4	9%	11%	21%	15%
Average	9%	12%	21%	15%

This shows that, on average, with the land use mix for each development scenario tested, the level of internalisation ranges between 15% and 20% of all trips. Based on the evidence in the NECTER it is possible to see that the ratio of homes to jobs impacts on the possible levels of internalisation that can be achieved within the NEC area.

The following section sets out the revised development scenarios that have been considered since the NECTER was written in 2019.

Revised Development Scenarios

The following section looks at the more recent development scenarios (source: Greater Cambridge Shared Planning Service) namely:

- Draft NEC AAP
- Draft NEC AAP + Consented
- Developer Aspirations
- With CWWTP in situ

The quantum of development included in each of these scenarios is:

Table 10: Development Quanta

Land Use	Draft NEC AAP	Draft NEC AAP + Consented	Developer Aspirations	With CWWTP in situ
Residential (units)	8,350	7,835	7,395	90
Business Park (Jobs)	24,971	30,786	68,264	67,445
Industrial Park (Jobs)	1,497	1,579	1,886	1,759

It is important to note that the job numbers above include *all* jobs including those existing across the AAP area and not just the new jobs as these are key to understanding the full impact of each development scenario. The person trip generation of each of these scenarios is as set out below. The trips associated with the earlier development scenarios are included for comparison.

Table 11: Development Trips

Development Scenarios	AM			PM		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing	5,190	690	5,890	370	3,750	4,120
+Consented	7,360	1,010	8,380	560	5,290	5,850
HIF scenario	10,050	8,460	18,500	5,340	8,120	13,460
Option 1	8,320	5,370	13,690	3,390	6,510	9,900
Option 2	10,530	6,510	17,050	4,100	8,210	12,320
Option 3	12,160	7,460	19,620	4,690	9,490	14,180
Option 4	11,660	8,110	19,770	5,130	9,140	14,260
Draft NEC AAP	13,128	8,238	21,365	5,189	10,319	15,508
Draft NEC AAP + Consented	15,632	8,158	23,791	5,126	12,109	17,236
Developer Aspirations	32,134	9,829	41,963	6,135	24,193	30,328
With CWWTP in situ	29,190	4,208	33,399	2,336	20,938	23,274

From this we can see that the revised development options all result in higher levels of person trips than any of the options included in the NECTER. It is also interesting to note that the flows are less balanced into and out of the site than some of the previous scenarios tested which will have an impact on the level of internalisation that can be achieved and the viability of the proposed public transport services as set out in the NECTER. The developer aspirations and the option with the CWWTP remaining in situ both result in higher levels of trips and in increased tidality of flows i.e. high flows arriving in the AM peak and departing in the PM peak. This is likely to have severe impacts on both the performance of the highway network and also public transport services as services will run empty (or almost empty) in one direction in each peak making the on-going commercial viability of the services harder to maintain.

With higher numbers of person trips generated by the higher development quanta, the required car driver mode shares that the revised development scenarios are required to achieve in order that trip budgets are met are significantly lower as set out in the table below.

Table 12: Car Driver Mode Share

Development Scenario	Car Mode Share
Existing	71%
HIF Scenario	29%
Option 1	38%
Option 2	29%

Option 3	25%
Option 4	26%
Draft NEC AAP	26%
Draft NEC AAP + Consented	21%
Developer Aspirations	14%
With CWWTP in situ	7%

CCC undertook a contextual review of the available evidence as to the car driver mode shares achieved in the best-in-class situations in this country and in Europe. This work concluded that, in the Cambridge area with the existing and proposed levels of sustainable transport, a car driver mode share of 21-25% should be achievable. Based on this information, it is reasonable to assume that the Draft NEC AAP and the Draft NEC AAP + Consented development scenarios, which have projected car driver mode shares of 26% and 21% respectively, ought to be deliverable in transport terms with suitable investment in non-car measures.

A revised list of mitigation required is set out in the S106 strategy for NEC AAP note (2024) which sets out the schemes and the financial contributions required from developers. In considering the mitigation required, the distribution of trips to and from the NEC area used in the recent Brookgate Planning application and appeal has been used to inform the schemes that are needed to facilitate access to the NEC Area by non-car modes to enable development to come forward whilst restricting the number of car trips to within the trip budget.

The list of Strategic Schemes that the developers are required to contribute to is;

- Waterbeach to Cambridge.
- Bus improvements for Cambridge.
- Chisholm Trail.
- Waterbeach Greenway.
- Milton Road.
- Cambourne to Cambridge.
- 10 other greenways.
- St Ives Greenway.
- Additional 1,000 Park and Ride spaces in and around Cambridge.
- New Controlled Parking Zones in the area around NEC.

In addition to this there will need to be good local and internal connectivity to facilitate ease of movement from the adjoining residential areas by active modes of travel. It is important to note that it is assumed that the crossings over Milton Road will be grade separated so as to facilitate the high volumes of pedestrian and cycle crossings of Milton Road required, without severely impacting on the operation of the highway network.

Two scenarios, Developer Aspirations and that where the Cambridge Waste Water Treatment Plant stays in situ, result in car driver mode shares of 14% and 7% respectively as well as imbalanced arrival and departure and significantly reduced levels of internalisation. This is considered likely to be undeliverable, even with the existing provision and the strategic mitigation listed above.

Therefore, if these levels of development are to come forward, there would need to be significant additional investment to facilitate a further transformative change to the trip

patterns and modal choice in Cambridge over and above the revised strategic mitigation list set out above as the likely level of trips associated with these scenarios would exceed the capacity of the strategic schemes.

In addition, it is possible that the existing infrastructure for sustainable travel such as the Cambridge North station, bus stops and active travel routes within and close to the NEC area would struggle to cope with the required levels of pedestrians and cyclists without significant additional intervention. Similarly, pedestrian and cyclist demand to cross Milton Road would also add greater weight to the requirement for the crossings of Milton Road to be grade separated. Without this the impact on Milton Road would be severe and the trip budget would have to be reduced further.

To date there are no further schemes in the pipeline and therefore, this would require further study to understand what measures might be required and therefore means that the deliverability of these development scenarios cannot be guaranteed at this point in time.

Ratio of Dwellings to Jobs

Table 13: Ratio of dwellings to jobs

	Total jobs	Total dwellings	Dwellings to jobs ratio
Existing	12,000	0	0.00
+Consented	17,300	0	0.00
HIF scenario	18,900	9,200	0.49
Option 1	18,007	5,500	0.31
Option 2	23,077	6,650	0.29
Option 3	26,998	7,600	0.28
Option 4	23,130	8,700	0.38
Draft NEC AAP	26,438	8,350	0.32
Draft NEC AAP + Consented	32,365	8,225	0.27
Developer Aspirations	70,149	7,395	0.11
With CWWTP in situ	69,204	90	0.01

From this we can see that the ratio of homes to jobs in all of the revised development scenarios are significantly below the optimal ratio of 0.80 homes per job, with the developer aspirations and with CWWTP in situ options resulting in very unbalanced development mixes due to the significantly lower levels of residential development on the site. This will lead to very low levels of internalisation and, whilst the two NEC AAP options might realistically expect to achieve 15 to 20% internalisation, the developer aspiration option will struggle to achieve even 15% internalisation, and internalisation will be de minimis for the CWWTP option.

SUMMARY

The evidence set out in this report builds on the published NECTER (2019) to assess the likely levels of internalisation achievable by each of the emerging development scenarios and the resulting car-mode shares and assesses whether these are likely to be achievable with the known package of mitigation in the Greater Cambridge Area.

The result of this exercise is that it is considered that the emerging developer aspirations are unlikely to be deliverable within the trip budget for the NEC area, even though the NEC area

is already well connected to sustainable travel modes and will, with further investment, become one of the most sustainable sites in the Greater Cambridge area.

The proposed development mix currently indicated by the developers within in the NEC area with its significant increased number of jobs on the site will lead to an imbalance of development trips which will reduce internalisation to a minimum level and will mean that the vast majority of employment trips will continue to travel from significant distances as is the case currently. This will likely result in demand exceeding capacity of both the existing, and future proposed, networks and would therefore require further mitigation to be provided that is currently unknown and unplanned. This calls into question the deliverability of the higher development quanta at this stage.

DRAFT

Appendix 2: Transport Mitigation

INTRODUCTION

The North East Cambridge (NEC) area is subject to significant growth with a focus on commercial floorspace development on existing developed land, and a mixture of housing and commercial development on land that is currently the waste water treatment facility. This area will only come forward for development should this facility be relocated (subject to a live DCO Application as of June 2024).

The Draft NEC Area Action Plan (NECAAP) outlines a quantum of development that could come forward for the whole of the NEC area and is supported by a transport evidence base (North East Cambridge Area Action Plan Transport Evidence Base (September 2019)).

This technical note details the trips for each mode generated by the Draft NECAAP plus Consented quanta of development (GCSPS June 2024), the transport initiatives that will be required to facilitate the level of trip generation, the number of trips that each transport initiative will facilitate, and the relating contributions to these projects.

As the development quantum increases in the area then the vehicle trip budget (as defined in the Transport Evidence Base) will mean that the car driver mode share will reduce and the number of trips by non-car modes, and resulting non car mode share, will need to increase.

The investment into the transport infrastructure identified in this note is specifically to facilitate growth resulting from the NEC area. The transport infrastructure requirements considered in this note include a greater number of schemes than those included in the original NEC AAP Infrastructure Development Plan (IDP 2019). This is a result of a review of the trip distribution which indicated that there was a need to consider the impact of development in the NEC area on the wider Cambridge sub region. These trips are then used to define appropriate contributions from development in the NEC area towards this infrastructure.

This note sets out the mitigation needed for the Draft NEC plus Consented quanta of development by considering the following:

1. The distribution of trips generated by development in the NEC area;
2. The trips generated by development within the NEC area;
3. The trips for each mode of travel in each peak period;
4. The transport infrastructure package that is required to facilitate the development within the NEC area;
5. The trips assigned to each transport infrastructure scheme from development in the NEC area;
6. Comment on GCP Scheme Capacity to accommodate the likely level of additional trips assumed from the NEC area;
7. The contribution from each development parcel in the NEC area towards each scheme;
8. Detail of the funding gap and how any shortfall in funding from the NEC area can be overcome.

BACKGROUND

Transport infrastructure schemes promoted by the Greater Cambridge Partnership (GCP), and the Cambridgeshire and Peterborough Combined Authority (CPCA) will help facilitate development in the NEC area. Notwithstanding the presence of the Busway and Cambridge North Station, the additional sustainable transport infrastructure identified will help facilitate a mode switch from private car to active travel and public transport. The highway network surrounding the NEC area has reached its operational capacity meaning that it is not possible to follow the traditional methodology of predicting the number of trips and building additional road capacity required to mitigate the impacts. Significant further urban road capacity is also not desirable in policy terms. Therefore, development in the NEC area will be dependent on the provision of significant additional transport infrastructure to facilitate access into the area by non-car modes.

The mitigation set out in this appendix is required to ensure that the NEC area will be able to provide the infrastructure necessary to mitigate the effects of the development (i) within the NEC area and (ii) outside the NEC area but necessary to mitigate its wider impacts, comprising infrastructure schemes being delivered by other bodies including GCP and the CPCA. There is a requirement for all developments within the area to contribute to the delivery of this package. In summary, development in the NEC area will be required to:

- Deliver all infrastructure within their site boundaries as part of each development;
- Directly deliver other internal measures and local junction works where applicable; and
- Contribute to the area-wide Strategic Transport Mitigation Package as detailed below.

This note shows that many trips to and from the NEC area travel from other parts of Cambridgeshire and beyond and, therefore, the transport impact from development in the NEC area is greater than just the A10 corridor as originally highlighted in the 2019 NECTER. The details within this technical note will therefore form the basis of an updated IDP.

This allows an updated list of strategic schemes required to facilitate the development of the NEC area to be detailed, along with the contributions from the NEC area to these schemes. The contribution for each scheme from the NEC area has been derived from the trips related to the NEC AAP plus consented quantum of development. This then results in a contribution per unit of development for each parcel of Development within the NEC area.

TRIP DISTRIBUTION

The distribution of vehicular trips associated with the NEC area was analysed using information from the Brookgate application at Cambridge North (see S/22/02771). Appendix C of the Highways Technical Note, dated October 2022 and prepared by PJA Transport Consultants on behalf of the applicant, based the distribution of the trips generated on 2011 census data and also took into account the future housing growth in different areas of the sub-region. This is the same methodology as used in the Brookgate application. A summary of the distribution of trips is detailed in Table 1 below.

Table 1: Distribution of trips (2011 census travel to work data)

Corridor From / To	%
A14 North West	15
A428 West	8
A10 North	22
A14 East	15
City	27
South	8
Internal Trips	5
Total	100

PERSON TRIP GENERATION

The trips associated with the Development in the NEC Area have been based on the trip rates used in the NECTER and these in turn are based on TRICS data. The person trip rates used in the following assessment are set out in Table 2 below.

Table 2: Assumed Person Trip Rates

Trip rate type	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Arrive	Dep	Total	Arrive	Dep	Total
Residential (per dwelling)	0.185	0.791	0.976	0.507	0.231	0.738
Business Park (per Job)	0.439	0.052	0.491	0.032	0.323	0.355
Industrial Park (per Job)	0.423	0.228	0.651	0.107	0.388	0.495

The development quantum associated with the Draft NEC AAP + Consented development Scenario is as follows.

Table 3: Draft NEC AAP + Consented development Quantum

Scenario	Total B1/R&D (Jobs)	Total B2/B8 (Jobs)	Residential (units)
Draft NEC AAP + Consented	30,786	1,579	7,835

Note: The floor space planned has been converted into jobs using the same calculations as in the NECTER which assumes 19 sqm/Job for Business Park and 36sqm/Job Industrial Estate.

The resulting person trips associated with the above level of development are derived by multiplying the number of jobs and number of residential units by the relevant trip rates and are set out in Table 4 below.

Table 4: Draft NEC AAP + Consented Development Person Trips

	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Residential	1,449	6,197	7,647	3,972	1,766	5,739
Employment	14,183	1,961	16,144	1,154	10,343	11,497
Total	15,632	8,158	23,791	5,126	12,109	17,236

The following section sets out how these trips have been distributed across the different corridors according to the proportions in Table 1.

DISTRIBUTION ACROSS THE CORRIDORS

The table below shows the arrival and departure profile of the person trips on each of the routes highlighted in table 1.

Table 5: Distribution of Trips

Corridor	AM peak (08:00-09:00)			PM peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
A14 North West	2,345	1,224	3,569	769	1,816	2,585
A428 West	1,251	653	1,903	410	969	1,379
A10 North	3,439	1,795	5,234	1,128	2,664	3,792
A14 East	2,345	1,224	3,569	769	1,816	2,585
City	4,221	2,203	6,423	1,384	3,269	4,654
South	1,251	653	1,903	410	969	1,379
Internal Trips	782	408	1,190	256	605	862
Total	15,632	8,158	23,791	5,126	12,109	17,236

The Trip Budget for the site sets the number of development-related external car trips that can be accommodated on the surrounding road network without a severe deterioration in network performance. These are set out below.

Table 6: Vehicular Trip Budget

Period	Development external vehicular trips
AM peak hour	3,900 vehicle trips
PM peak hour	3,000 vehicle trips

As stated in Appendix 1, in setting out the approach to the trip budget, CCC has undertaken a benchmarking exercise that indicates that a car driver mode share of 21% ought to be achievable in the NEC area given the existing levels of connectivity by sustainable transport modes and the known future GCP/other schemes, assuming the developers provide suitable contributions to the mitigation package. In reality the level of car trip generation will be limited to 21% car driver mode share with the main focus on arrivals in the AM peak and departures in the PM peak as these are primarily employment trips which will be travelling longer distances than the residential trips due to the nature of the existing distribution of trips.

This results in slightly more car trips than the agreed trip budget but this is considered acceptable at this stage as there is no account taken of the low car nature of the planned residential aspect of the development and also the level of internalisation assumed at this stage is very low (5%); it is expected that, in reality, the level of internalisation will be in the region of 10-15% assuming the development mix provides for this as per the Draft AAP+ Consented development quantum.

This does give significant weight to the need to provide grade separated crossings to remove interaction between pedestrians and cyclists with motorised traffic on Milton Road, as any interaction would render the trip as external to the site rather than an internal trip.

Table 7: Number of trips by non-car modes

	AM			PM		
	Arrive	Depart	Total	Arrive	Depart	Total
Non-Car Trips	12,350	6,445	18,795	4,050	9,566	13,616

The table below sets out the distribution of the non-car trips across the different corridors based on the proportions shown in Table 1.

Table 8: Distribution of non-car trips across the routes

Corridor	AM			PM		
	Arrive	Depart	Total	Arrive	Depart	Total
A14 North West	1,852	967	2,819	607	1,435	2,042
A428 West	988	516	1,504	324	765	1,089
A10 North	2,717	1,418	4,135	891	2,105	2,996
A14 East	1,852	967	2,819	607	1,435	2,042
City	3,334	1,740	5,075	1,093	2,583	3,676
South	988	516	1,504	324	765	1,089
Internal to the site	617	322	940	202	478	681
Total	12,350	6,445	18,795	4,050	9,566	13,616

The section below sets out the mode share for the future year non car trips to and from the NEC area.

MODE SHARE

To help inform the likely future year mode share, the mode share from the 2021 Census, as well as the results from the Travel Plan Plus data for the Science Park Area for 2023, have been used. The results of this are set out in Table 9 below.

It is acknowledged that the 2021 Census was significantly impacted by the pandemic with large sections of the population working from home. The Census data shown in Table 9 nets off working from home and shows the modal split for those workers actually travelling to work at that time.

The information in Table 9 below assumes that the car driver mode share for the AM Peak arrivals and the PM peak departures is fixed at 21%. The remaining trips therefore need to be made by non-car modes and the proportions used in this assessment have been informed by those assumed in the draft developer Transport Strategy for the NEC area.

Table 9: 2040 Mode shares

Mode	Existing		AM Peak (2040)		PM Peak (2040)	
	MSOA Cambridge 003 2021 Census	CSP TP+ 2023	Arrive	Depart	Arrive	Depart
Bus	6.3%	3.7%	15%	17%	17%	15%
Rail	1.9%	4.1%	15%	17%	17%	15%
Walk	12.7%	8.8%	10%	10%	10%	10%
Cycle/Scooter	31.7%	36.5%	33%	34%	34%	33%
Motorcycle	1.4%	0.6%	2%	2%	2%	2%
Passenger/Taxi	5.6%	1.7%	4%	4%	4%	4%
Car Driver	38.8%	41.9%	21%	16%	16%	21%
Other	1.6%	2.6%				
Total	100%	100%	100%	100%	100%	100%

From the information set out in Table 9 above it is possible to see that the car driver mode share will need to fall further (to 21%) than that seen in the latest Travel Plan Plus data for the Science Park area. Given the distances that are assumed to be travelled by prospective employees in the NEC area, even with the inclusion of housing on the site and the new development at Waterbeach, the largest shift away from car will need be to public transport (either bus or rail) and this will require significant additional public transport capacity in the surrounding area.

DRAFT NEC AAP + CONSENTED MODE SHARE

This section allocates the non-car trips set out in Table 7 to the different modes using the information in Table 8.

Table 10: Draft NEC AAP + Consented Total Trips by mode

Mode	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Bus	2,345	1,387	3,732	871	1,816	2,688
Rail	2,345	1,387	3,732	871	1,816	2,688
Walk	1,563	816	2,379	513	1,211	1,724
Cycle/Scooter	5,159	2,774	7,933	1,743	3,996	5,739
Motorcycle	313	163	476	103	242	345
Car Passenger	625	326	952	205	484	689
Car Driver	3,283	1,305	4,588	820	2,543	3,363
Total	15,632	8,158	23,791	5,126	12,109	17,236

Due to the need to limit the number of car trips generated by the NEC Area due to the vehicle trip budget, the key focus of this exercise is the distribution of non-car trips.

However, when it comes to distributing the trips by different modes across the various corridors the following adjustments have been made.

- Rail flows from West and North West have been moved to bus - because there are currently no railway lines to the west and north west of Cambridge.
- Outside of the City 75% of the walking trips have been moved to cycle as this is more appropriate for the distances involved.

The results of this exercise are set out in Tables 11 and 12 for the AM peak and Tables 13 and 14 for the PM peak below.

Table 11: Draft NEC AAP + Consented AM Peak Arrivals distributed by non-car mode

	Total	Bus	Rail	Walk	Bike Scoot	MC	Taxi
A14 North West	1,852	703	0	59	950	47	94
A428 West	988	375	0	31	506	25	50
A10 North	2,717	516	516	86	1,393	69	138
A14 East	1,852	352	352	59	950	47	94
City	3,334	633	633	422	1,393	84	169
South	988	188	188	31	506	25	50
Internal	617	117	117	20	317	16	31
Total	12,350	2,884	1,806	707	6,015	313	625

Table 12: Draft NEC AAP + Consented AM Peak Departures distributed by non-car mode

	Total	Bus	Rail	Walk	Bike Scoot	MC	Taxi
A14 North West	1,028	416	0	31	508	24	49
A428 West	548	222	0	16	271	13	26
A10 North	1,508	305	305	45	745	36	72
A14 East	1,028	208	208	31	508	24	49
City	1,850	374	374	220	749	44	88
South	548	111	111	16	271	13	26
Internal	343	69	69	10	169	8	16
Total	6,853	1,706	1,068	369	3,221	163	326

Table 13: Draft NEC AAP + Consented PM Peak Arrivals distributed by non-car mode

	Total	Bus	Rail	Walk	Bike Scoot	MC	Taxi
A14 North West	646	261	0	19	319	15	31
A428 West	344	139	0	10	170	8	16
A10 North	947	192	192	28	468	23	45
A14 East	646	131	131	19	319	15	31
City	1,163	235	235	138	471	28	55
South	344	70	70	10	170	8	16
Internal	215	44	44	6	106	5	10
Total	4,306	1,072	671	232	2,024	103	205

Table 14: Draft NEC AAP + Consented PM Peak Departures distributed by non-car mode

	Total	Bus	Rail	Walk	Bike Scoot	MC	Taxi
A14 North West	1,435	545	0	45	736	36	73
A428 West	765	291	0	24	392	19	39
A10 North	2,105	400	400	67	1,079	53	107
A14 East	1,435	272	272	45	736	36	73
City	2,583	490	490	327	1,079	65	131
South	765	145	145	24	392	19	39
Internal	478	91	91	15	245	12	24
Total	9,566	2,234	1,399	548	4,659	242	484

These tables show that a high number of trips to and from the NEC area will need to be made by walking, cycling and bus (both guided and standard), due to the limitations associated with the scope of existing rail services to cater for trips to and from the NEC area. It is important to note that the possible addition of East West Rail could provide scope for a significant increase in rail trips given the fact that 23% of trips are from the A14 West and A428 corridors. The potential implications of EWR will be kept under review as development of the NEC continues

INFRASTRUCTURE IN THE GREATER CAMBRIDGE REGION AND NEC AAP AREA

Due to the imposition of the Trip Budget, the number of cars does not increase significantly from that seen in the 2017 counts used to set the vehicular trip budget and therefore, with the exception of limited local access improvements, the NEC area will not require significant highway improvements. Instead, the focus of the mitigation for the site is on schemes designed to facilitate access by non-car modes of travel.

The GCP has a programme of investment designed to improve active travel and public transport connectivity for the Greater Cambridge area. The additional non car trips to and from the NEC AAP area will rely on this package of schemes that are being bought forward by the GCP. These schemes are listed below and are shown in Figure 1.

1. Waterbeach to Cambridge;
2. Public Transport Improvements in Cambridge;
3. Chisholm Trail;
4. Waterbeach Greenway;
5. Milton Road;
6. Cambourne to Cambridge;
7. 10 other greenways excluding Waterbeach;
8. Improvements to the St Ives Greenway;
9. Cambridge Guided Busway – Bus service support;
10. Newmarket Road corridor – Cambridge Eastern Access proposals;
11. New Controlled Parking Zones in Cambridge
12. Cambridge South East Transport Scheme.

As well as external schemes to the NEC area listed above, there are internal, and other, schemes which are required to facilitate movement within and to, the NEC area. These are under development with the consortium of developers and are listed below:

1. Strategic cycle and pedestrian connections to the area not included in the GCP package of schemes;
2. Improved crossing facilities over Milton Road to facilitate movement of pedestrians and cyclists between the Cambridge Science Park and sites to the east of Milton Road without impacting further on the operation of Milton Road for motor vehicles. Given the high numbers of pedestrians and cyclists that will be required to cross Milton Road, either to/from the residential elements of the area or to/from Cambridge North Station, the NECTER assessment shows that this will need to be grade separated; an at-grade crossing for the numbers involved would adversely impact the operation of Milton Road and would require the vehicular trip budget to be significantly reduced;
3. Pedestrian/cycle underpass under Milton Road between St Johns Innovation Centre and Cambridge Science Park;
4. Improved pedestrian/cycle crossing of Milton Road at its junction with the busway;
5. Pedestrian and cycle bridge over the railway line to the east of the site to provide access to the Chisholm Trail for onward journeys into Cambridge;
6. Intra-NEC area bus shuttle system;
7. Upgrade to walking and cycling on Milton Road between Cowley Road and the busway;
8. Improvements to Cowley Road as an access route to the area;
9. Provision for cycling on the Cambridge Science Park loop road.

GCP SCHEMES, TRIP DISTRIBUTION AND BUS AND CYCLE FLOWS

Tables 15 and 16 below distribute the bus and cycle trips from the NEC development as detailed in Tables 11 to 14 above to the GCP schemes. The generated bus and cycle total trips from Cambridge have been assumed to use bus, cycle and walk to access the NEC area, bus trips have been assigned to the GCP and CPCA planned improvements to the city bus services while the walk and cycle trips have been assigned to the various GCP schemes based on the distribution of trips above.

Table 15: Distribution of Active travel and Public Transport trips across the GCP Schemes – AM Peak

Distribution from NEC		GCP Scheme	Bus Trips Arrive	Bus Trips Depart	Cycle Trips Arrive	Cycle Trips Depart
Route	%					
A10 North	22	Waterbeach to Cambridge bus corridor;	516	305	0	0
City	13.5	Bus improvements for Cambridge;	317	187	0	0
City	27	Chisholm Trail;	0	0	696	374
A10 North	22	Waterbeach Greenway;	0	0	1393	745
City	13.5	Milton Road corridor;	317	187	696	374
A428 West	8	Cambourne to Cambridge bus corridor;	375	222	506	271
Greenways villages	17	10 other greenways excluding Waterbeach;	0	0	1022	547
A14 East	15	Cambridge Eastern Access	352	208	950	508
A14 North West	15	St Ives Greenway	0	0	950	508
A14 North West	15	Cambridge Guided Busway Bus Support	703	416	0	0
South	8	Cambridge South East Transport	188	111	506	271
Total to GCP Schemes			2,767	1,637	6,720	3,599

Table 16: Trips Distribution of Active travel and public transport Trips across the GCP Schemes – PM Peak

Distribution from NEC		GCP Scheme	Bus Trips Arrive	Bus Trips Depart	Cycle Trips Arrive	Cycle Trips Depart
Route	%					
A10 North	22	Waterbeach to Cambridge bus corridor;	192	400	0	0
City	13.5	Bus improvements for Cambridge;	118	245	0	0
City	27	Chisholm Trail;	0	0	235	539
A10 North	22	Waterbeach Greenway;	0	0	468	1079
City	13.5	Milton Road corridor;	118	245	235	539
A428 West	8	Cambourne to Cambridge bus corridor;	139	291	170	392
Greenways villages	17	10 other greenways excluding Waterbeach;	0	0	344	792
A14 East	15	Cambridge Eastern Access	131	272	319	736
A14 North West	15	St Ives Greenway	0	0	319	736
A14 North West	15	Cambridge Guided Busway Bus Support	261	545	0	0
South	8	Cambridge South East Transport	70	145	170	392
Total to GCP Schemes			1,028	2,143	2,261	5,206

From the information above it is possible to see that the arrival and departure trips are biased towards arrival in the AM peak and departure in the PM peak with the greater bias in the PM peak rather than the AM peak.

GCP SCHEMES SCHEME COST AND NEC CONTRIBUTION

To derive a contribution towards the bus and cycling infrastructure being progressed by the GCP, further analysis is undertaken of the scheme cost and the distribution to and from the NEC area in the peak periods.

The contributions are derived from the proportion of trips that are generated by the NEC area, in comparison to the overall number of trips on the corridor.

The overall number of trips on each corridor has been derived from Scheme Outline Business Case documents, modelled flows, or first principles. This then allows the NEC flows to be represented as a percentage of the overall flow on each scheme whether public transport users or cyclists. This percentage has then been multiplied by the scheme cost to derive the NEC Contribution.

The contributions to each of the GCP schemes is set out in Table 17 below. The scheme costs have been taken from the GCP Executive Board meeting 28th September 2023.

Within Table 17 (and 18) contributions have been derived for:

- Strategic transport schemes listed above;
- Local transport measures as detailed in the 2019 IDP;
- Internal transport measures as detailed in the 2019 IDP;
- Additional transport measures not detailed in the 2019 IDP which have been identified subsequently as a result of discussions with the developers transport consultants.

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Table 17: - Strategic Schemes and Contributions based on AAP + consented quantum flows

Distribution from NEC	Strategic Transport - GCP Scheme	Scheme cost (£ Millions)	NEC %	NEC Contribution (£ Millions)
A10 North	Waterbeach to Cambridge bus corridor;	100.0	12%	21.1
City	Bus improvements for Cambridge;	Cost Per Bus/Per Year*	N/A	16.9
City	Chisholm Trail;	22.9	85%	17.7
A10 North	Waterbeach Greenway;	11.0	85%	7.9
City	Milton Road corridor;	32.0	30%	9.3
A428 West	Cambourne to Cambridge bus corridor;	181.0	14%	36.7
Greenways villages	10 other greenways excluding Waterbeach;	94.0	2%	1.5
A14 North West	St Ives Greenway	6.7	58%	3.3
A14 East/A428 West	Additional 1000 Park and Ride spaces in Cambridge;	10.0	N/A	1.5
City	New Controlled Parking Zones in the surrounding area.	0.5	N/A	0.5
South	Cambridge South East Transport	**	N/A	4.8
	Total	£468.0		121.0

* The contribution to the City bus improvements assumes that a typical double deck bus has a capacity of 80 passengers and therefore there is a need for an additional 14 busses in the AM peak and 10 buses in the PM peak which results in a total of 24 buses per day. In this initial assessment it is assumed that there will need to be 100% support for two years. This cost includes assumptions for services to and from Cambridge City Centre, Milton Road and Newmarket road areas.

** Due to the early stages of the revised CSETS Scheme, the contribution to the bus element of the scheme is based on the additional buses required to cater for the trips to and from the NEC area, while the cycle elements are assigned to the southern section of Chisholm trail and the costs generated based on the proportion of trips as with the other schemes.

*** Trips from the Newmarket Road area have been assigned to the northern section of Chisholm Trail

Contributions for strategic transport measures are shown above and are based on the total number of NEC trips as a proportion of the total trips on each of the infrastructure projects included.

Contributions for the local and internal measures are taken from the current understanding of the status of the schemes as detailed in the IDP. Many of these schemes are being investigated by the transport consultants, and these figures will need to be updated once the investigations reach the appropriate milestone.

Table 18: Local and Internal Transport Infrastructure Contributions

Local Measures as Per IDP	Comment	Scheme cost (£ Millions)
Park and Cycle opportunities at P and R locations	As per IDP	0.3
Consolidation hubs at three locations	As per IDP	2.4
	Total Costs	2.7
Internal Measures as Per IDP	Comment	Scheme cost (£ Millions)
Bridge over Milton Road to Cambridge Science Park;	As per IDP	17.9
Underpass between St Johns Innovation Centre and CSP;	As per IDP	10.1
Busway crossings to the area	As per IDP	0.6
Pedestrian and cycle bridge over the railway line;	As per IDP	6.0
Intra NEC area bus shuttle system;	As per IDP	9.0
	Total Costs	43.6
Additional Internal Measures not in IDP	Comment	Scheme cost (£ Millions)
Upgrade to underpass between Cowley Road and the busway;	Current estimated cost	1.0
Improvements to Cowley Road as an access route to the area;	Current estimated cost	2.0
Provision for cycling on the Cambridge Science Park loop road;	Current estimated cost	2.0
Improved crossing at Milton Road with the busway junction;	Current estimated cost	1.0
Improved cycle route to North Cambridge Academy Secondary School	Current estimated cost	1.5
	Total Cost	7.5
	Strategic Infrastructure	121.0
	Total Infrastructure Costs	175.0

APPORTIONMENT OF CONTRIBUTION

It is proposed to use a Development Unit Equivalent (DUE) to apportion the costs set out above to the various development plots within the NEC area to ensure that the apportionment is equitable across the site.

This is where a common unit of development is used to assign the contribution across the site. The common unit is a single residential unit as used on other larger sites in Cambridgeshire namely Alconbury Weald and Waterbeach New Town.

The DUE is calculated by dividing the total number of person trips generated by the residential element of the scheme by the number of residential units.

Table 19: Residential Trips per dwelling

	Number	Total Residential Person Trips
Residential units	7,835	13,386

From this it was concluded that each residential unit generates 1.71 peak hour person trips per day.

The Number of Employment trips per sqm is derived in the same way by dividing the number of person trips by the level of development proposed. Table 17 below sets out the amount of commercial development that can be delivered by the same number of trips of B1 and B2 Development.

Table 20: DUE Calculation

	Person trips per sqm	SQM per DUE	Total Floor Space (SQM)	No. of DUE	% of DUE	Breakdown of Contributions
Business Park	0.045	38	584,934	15,245	63%	£110,999,041
Industrial Park	0.028	61	56,838	934	4%	£6,799,955
Total Employment DUEs				16179	67%	
Residential Units				7,835	33%	£57,047,734
Total DUE				24,014	100%	£174,846,730

From this we can see that, based on DUEs, 67% of the development in the NEC area is commercial and therefore these elements will cover 67% of the contribution required.

The result of this is that each DUE is required to contribute £7,281 giving rise to the following contributions based on standard measures of development floorspace.

Table 21: DUE Summary

Land Use	Unit Contribution
Business Park per 10sqm	£1,897.63
Industrial Park per 10sqm	£1,196.37
Residential per unit	£7,281

CONCLUSION

This appendix has set out:

1. The methodology used to generate the infrastructure requirements for the quantum of development set out in the AAP + the additional committed development already approved
2. The costs associated with the total infrastructure bill, this being the sum of £174,846,730
3. The apportionment methodology to be used to assess the contribution per DUE

These values are based upon current construction costs (July 2024) and where they are contained within any Planning Section 106, they would be subject to indexation in accordance with BCIS from the date of adoption of this position statement.

The above technical evidence does not consider the cost of subsequent infrastructure requirements, should the level of development exceed that of the AAP + Committed Development scenario.

Experience locally and benchmarking concludes that a car mode share of less than 20% is not viable within the constraints of the existing, assuming the full implementation of the schemes outlined in the note above.

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Glossary

To follow.

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Fens Reservoir and Lincs Reservoir NSIP Proposals

To: Environment and Green Investment Committee

Meeting Date: 16 January 2025

From: Executive Director of Place and Sustainability

Electoral division(s): Fens Res Main Site: Chatteris.

Associated Infrastructure: Whittlesey North; Whittlesey South; March North & Waldersley; March South & Rural; Somersham & Earith; St. Ives South & Needingworth; Longstanton, Northstowe & Over; Papworth & Swavesey; Bar Hill; and Hardwick.

Lincs Res Associated Infrastructure: Sawtry & Stilton.

Key decision: No

Forward Plan ref: N/A

Executive Summary: This report provides a summary of Anglian Water's Nationally Significant Infrastructure Project (NSIP) proposals for Development Consent Order (DCO) applications for the Fens Reservoir and the Lincs Reservoir.

Cambridgeshire County Council (the Council) is a Host Authority for both applications, and the proposals are being managed by Anglian Water. Most of the proposal for the Fens Reservoir falls within the county's boundary, except for some of the associated infrastructure which leads to the Bexwell connection point near Downham Market in Norfolk. The associated infrastructure for the Lincs Reservoir enters the Sawtry & Stilton ward of Cambridgeshire only. The report provides further information on the background of both proposals and their geography.

The NSIP process will also be considered in this report to demonstrate the risks this process and its associated timescales present for the Council. The committee is recommended to delegate powers to officers where there is not enough time to take items to the Environment and Green Investment Committee. This is in line with other NSIP schemes put before Committee previously, to ensure deadlines can be met, allowing the Council's submissions to be given their full weight by the Planning Inspectorate (PINS) during the determination process.

Anglian Water and Cambridge Water are the joint applicants for the Fens Reservoir, while Anglian Water is the sole applicant for the Lincs

Reservoir. In this report, we will refer only to Anglian Water as shorthand in naming the applicant.

Recommendation: The Committee is recommended to:

- (a) Delegate authority to the Executive Director of Place and Sustainability and the Service Director for Environment, Planning, and Economy to submit Nationally Significant Infrastructure Project (NSIP) related responses as part of the NSIP process on behalf of Cambridgeshire County Council and its regulatory functions, in consultation with the Chair and Vice Chair of the Environment and Green Investment Committee, on occasions where there is not enough time for a report to be delivered to the Environment and Green Investment Committee.
- (b) Note that where delegated powers are used, draft responses will be sent to Local Members and the members of the Environment and Green Investment Committee ahead of submission to the Planning Inspectorate.

Officer contact:

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 **Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes:** Both reservoir proposals by Anglian Water aim to build resilience in the regional water supply and address water scarcity issues. The need is particularly acute in the Greater Cambridge area, where the Environment Agency has raised planning objections to housing developments, citing that the water supply for these projects would pose a significant risk to the local water environment. Anglian Water's design for the Fens Reservoir also seeks to restore wetland habitats and enhance local biodiversity in Fenland. Anglian Water aims to decarbonise its electricity supply by 2030, and the designs for both reservoirs feature floating and land-based solar panels. Anglian Water is currently scoping the option to incorporate a small number of wind turbines into its designs.
- 1.2 **Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised:** The proposed developments will not only provide job opportunities in the short-term but will also help ensure that development across Cambridgeshire is sustainable and enhances the surrounding environment. Both reservoirs aim to improve regional water security and ensure a reliable water supply for residents. In addition to restoring wetland habitats in Fenland, the reservoir will also provide facilities for outdoor recreation and active travel for residents and visitors.

2. Background: Anglian Water's DCO Applications

- 2.1 Anglian Water are proposing two reservoir NSIPs which interact with Cambridgeshire. The Fens Reservoir main site will be located to the north of Chatteris and east of Doddington, and its associated infrastructure will be located in Peterborough, Huntingdonshire, and South Cambridgeshire. Anglian Water's proposal for the Fens Reservoir falls almost entirely within the county boundary, except for the upstream associated infrastructure that leads to the Bexwell connection point near Downham Market, Norfolk. The Lincs Reservoir will be located southeast of Sleaford, approximately halfway between Grantham and Boston, with associated infrastructure extending downstream to the Chesterton connection point, west of Peterborough. The Chesterton connection point is situated in the Sawtry & Stilton ward of Cambridgeshire. Maps outlining this can be found in Appendices 1 and 2.
- 2.2 Both reservoirs qualify for the NSIP process as the volume of water stored will exceed the 30 million cubic meters threshold defined in the Planning Act 2008 (see Section 27(1)(c) of the 2008 Act). For both reservoirs, Anglian Water undertook non-statutory consultation in August 2024. The Fens Reservoir Environmental Impact Assessment (EIA) scoping took place in November 2024.
- 2.3 For Fens Reservoir, statutory consultation is currently set to take place in Summer 2025, with further, targeted informal consultation potentially taking place before then. Application submission is aimed for the end of 2026. For Lincs Reservoir, statutory consultation will likely take place in 2026, with the application submission aimed for Autumn 2028.
- 2.3 As the Secretary of State for the Department for Environment, Food, & Rural Affairs (Defra) is the decision-making body for both of the DCO applications, with the Planning

Inspectorate (PINS) serving as the Examining Authority, neither Fenland District Council nor Cambridgeshire County Council has the authority to determine the outcome of Anglian Water's application. Instead, PINS will perform certain planning functions related to the DCO application on behalf of the Secretary of State. Cambridgeshire County Council, as a 'host' authority for both applications, is a statutory consultee in the NSIP process. As such, the County Council is expected to submit timely consultation responses on Anglian Water's proposals throughout the NSIP process.

3. Main Issues: The Role of the Council During the NSIP Process

- 3.1 The County Council will play the role of a host authority during the NSIP process for both of Anglian Water's DCO applications. For the Fens Reservoir, Cambridgeshire County Council is one of seven host authorities involved in this NSIP project. The other host authorities are Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council, Peterborough City Council, Norfolk County Council, and the Borough Council of King's Lynn and West Norfolk. For the Lincs Reservoir, Cambridgeshire is one of eight host authorities involved in this project. The host authorities for the main site are Lincolnshire County Council, and North Kesteven District Council. For the associated infrastructure, the host authorities are Boston Borough Council, West Lindsey District Council, South Kesteven District Council, Cambridgeshire County Council, Huntingdonshire District Council, and Peterborough City Council.
- 3.2 Our technical officers will collaborate with specialists from the other host authorities to submit consultation responses. As the Local Highways Authority and the Lead Local Flood Authority, our technical officers will lead on submissions related to these areas during consultations.
- 3.3 If an NSIP application falls within the boundary of a local authority, they have the right to act as a statutory consultee throughout the DCO process. Cambridgeshire County Council is a host authority for the two reservoir proposals submitted by Anglian Water. The County Council will work with the other host authorities to respond to Anglian Water's proposals during the pre-application period.
- 3.4 The legislation governing DCO applications does not distinguish between the different kinds of local planning authorities which may act as a host authority during the NSIP process. However, it is customary that if planning permission is granted by the Secretary of State, the planning requirements in the DCO will be discharged, monitored, and enforced by the council(s) that would typically be the determining authority. For this scheme, Fenland District Council would be the authority responsible for the discharge of requirements, monitoring, and enforcement.
- 3.5 Both reservoir schemes are currently in the pre-application stage of the NSIP process. As part of this stage, Anglian Water will host public consultations in the local area and organise a series of technical working groups with the host authorities. The feedback received during the pre-application stage through the various forums will help shape the design of their proposals before submission to PINS.
- 3.6 Appendix 3 sets out the six stages of the NSIP process. More information about the role local authorities play at each stage of the process, can be found on the PINS [Advice for Local Authorities](#) webpage. The guidance issued by PINS clearly states that local

authorities and communities should be represented separately as consultees. Although local authorities should consider the thoughts and concerns raised by the local community, this does not necessarily mean they must adopt all the views put to them by residents. Local authorities are obligated to conduct themselves in line with National Policy Statements and the relevant guidance from PINS.

- 3.7 See the [government guidance](#) published by PINS for more information on the role local authorities play during the NSIP process: “The applicant should engage local authorities in the early stages of preparing their application and programme document. The local authority should participate in the applicant’s engagement activities, such as taking part in topic based working groups or technical briefings. The applicant should be aware however that this is not a statutory requirement for the local authority. The local authority should engage with the applicant even if they disagree with the project in principle. Early engagement with the applicant will not undermine any objections or submissions they may make during the next stages of the NSIP process.”
- 3.8 This report is being brought to the Environment and Green Investment Committee ahead of the further consultation (including Statutory Consultation), and the formal submission of Anglian Water’s NSIP applications to enable officers to submit their responses to both the Fens and Lincs reservoir proposals within the deadlines outlined by Anglian Water and later PINs in the examination timetables.
- 3.9 Host authorities are encouraged to use the pre-application period to start their evaluation on the proposal. This evaluation, which is conducted by the County Council’s technical officers, is later documented in the Local Impact Report (LIR). The host authorities are encouraged to begin compiling the LIR as soon as the DCO application has been accepted by the Secretary of State. The LIR must be submitted to PINS within the timescales outlined by legislation which governs the NSIP process. To meet these strict deadlines, PINS advises host authorities to seek delegation and ensure that internal authorisation processes are in place ahead of the examination stage of the consents process.
- 3.10 The host authorities, including Cambridgeshire County Council, will be required to assess the developer’s consultation and submit an Adequacy of Consultation response. The timescales in which officers are expected to assess the consultation and submit the relevant responses are constrained. For example, officers only have 14 days to submit a response to PINS confirming whether the developer’s consultation has met the requirements for the NSIP process and the County Council’s Statement of Community Involvement.

4. The NSIP Process: Timescales

- 4.1 Anglian Water is currently projected to submit their DCO application for Fens Reservoir at the end of 2026, with the Lincs Reservoir submission currently programmed for 2028. Once the DCO applications have been received by PINS, a decision will be made by the relevant Secretary of State (Defra) on whether the applications will be accepted for examination. The County Council will then be notified by PINS if the DCO applications have been accepted for examination, as well as informed about the Examining Authority appointed by PINS.

If accepted, Anglian Water’s DCO applications will proceed to examination, where the

principal issues will be considered proportionately and reasonably by the Examining Authority. Examination is open to the public.

- 4.2 Following acceptance, the local authorities will be notified about the preliminary meeting to discuss procedural matters that are related to the examination. This preliminary meeting triggers the calculation of the timetable for examining the application under section 98 of the Planning Act 2008 (see [government guidance](#) on the pre-examination stage for NSIPs). The timetable will include deadlines on when information needs to be submitted to PINS.
- 4.3 Local authorities are encouraged to continue engaging with the developer during the pre-examination period, and both parties should continue their negotiations on any outstanding issues or disagreements. Both parties may need to continue negotiations during the pre-examination period for other reasons, for example, compulsory acquisition in the developer's plans which may affect the host authority's land holdings or interests. Resolving as many issues as possible in advance of the examination is recommended as it produces a more focused, expedient examination process for all participants.
- 4.4 During examination, Cambridgeshire County Council will:
 - Respond to the Examining Authority's (ExA) written questions.
 - Prepare and submit a Local Impact Report (LIR) to PINS.
 - Prepare and submit to PINS a Statement of Common Ground (SOCG).
 - Prepare and submit a Written Representation to PINS.
 - Review and comment on the Applicant's submissions.
 - Represent the County Council and make spoken representations at issue specific hearings and, if necessary, the open floor hearings.

5. Conclusion

- 5.1 To conclude, it is essential that officers submit their technical responses to Anglian Water's DCO proposals by the deadlines set by the Applicant and PINS, in pre-application and through to examination. Meeting these tight deadlines is crucial to avoid undue delays in the NSIP process. PINS has the power to disregard late responses, which could reduce the County Council's ability to scrutinise and influence the developer's DCO application during the examination. To mitigate this risk, officers are seeking delegated authority during the NSIP process including the pre-application stage. This recommendation is in line with [advice](#) from PINS, which states that the "local authority should set up clear delegations early in the pre-application stage of the process." And that they "should arrange agreed powers at Cabinet as early as possible during the pre-application stage to enable officers to respond quickly and effectively."
- 5.2 The following proposal is being brought to committee to ensure that officers are following the advice issued by PINS, and open and transparent decision-making is upheld throughout the NSIPs process:
 - Key documentation and updates will be provided to members of the Environment and Green Investment Committee and County Councillors by email at the earliest opportunity to ensure that key submission dates are known to elected members in

advance of the deadlines. Comments on the documentation should be provided as early as possible, especially in regard to the 14- and 28-day deadlines.

- Responses to PINS will either (i) be circulated to members of Environment and Green Investment Committee and local County Councillors by e-mail for their records, or (ii) when time permits, a draft will be taken to E&GI Committee for endorsement. When it is deemed necessary, officers will host elected member briefings and specific topic meetings to provide guidance on the NSIP process and the County Council's technical responses.

5.3 If these recommendations are approved, officers will be able to respond quickly and effectively during the rest of the pre-application stage, and the examination stage of the NSIPs process. It is important that officers have delegated powers, allowing them to submit timely responses during pre-application and examination(s) when there is insufficient time to take the decision to committee.

6. Significant Implications

6.1 Finance Implications

The costs of processing NSIP applications comes from the existing revenue budget. The applicant is not charged a planning application fee by the County Council for NSIP proposals because DCO applications are managed by PINS. Instead, the County Council is negotiating a Planning Performance Agreement (PPA) with Anglian Water to recover the costs of the pre-application stage activities and fund specialists to consult on matters which cannot be addressed by our own technical officers. Whilst these negotiations take place, Anglian Water have issued the Council with a Letter of Intent, to enable cost recovery in the interim.

By entering into a PPA with Anglian Water, the County Council seeks to mitigate the financial burden which the proposed development may have on the public purse. Despite the Council's efforts to implement a comprehensive system for cost-recovery, a PPA with the developer does not guarantee the Council will be able to recover the full cost of the specialist resources which have been committed to assessing the DCO application. As the PPA only covers the pre-application stage, officers will either seek to extend the agreement with Anglian Water to cover the examination stage or work with the applicant to negotiate a new PPA to recover costs during this period.

There are already significant pressures on the specialist teams that contribute to the DCO process and play a critical role in scrutinising the developer's plans. Our technical officers are essential to ensuring that the Council can fulfil its obligations as a Statutory Consultee throughout the NSIPs process, and if consent granted, post-decision, and enforcement.

6.2 Legal Implications

There are no significant legal implications at this stage. Legal advice and representation including specialist advice on the application and DCO process, the legal elements of the Order, and any agreements will be utilised throughout the DCO process, and legal agreements may be entered into with the Applicant during this process. It is expected that

appropriate legal support and advice will need to be scoped and secured to support the Council in the run up to, and specifically through the examination.

6.3 Risk Implications

With recent planning reforms, we can expect the number of NSIP applications falling within the County boundary to increase. If multiple DCO applications are submitted within similar timescales, the Council's technical officers could be put under significant pressure if more than one DCO application is scheduled by PINS for examination at the same time, or if there are competing pre-application deadlines. Limited capacity may result in a failure to proactively engage in the 'frontloaded' NSIP process, which may lead to reactive decision-making and poor outcomes for the County Council post-decision. If the Council is unable to submit adequate and timely responses during examination, we risk unsatisfactory outcomes for our residents, which may significantly damage our reputation.

6.4 Equality and Diversity Implications

There are no significant equality and diversity implications that require officers to complete an EqIA. Anglian Water will be obligated to submit an Equality Impact Assessment alongside their DCO application to PINS which the Council will review.

7. Source Documents

7.1 [Fens Reservoir - Project information](#) – PINS webpage for Fens Reservoir

7.2 [Lincolnshire Reservoir - Project information](#) – PINS webpage for Lincs Reservoir

7.3 [A proposed new reservoir in the Fens - Anglian Water - Fens Reservoir](#) – Anglian Water's webpage for Fens Reservoir

7.4 [Welcome - Anglian Water - Lincolnshire Reservoir](#) – Anglian Water's webpage for Lincs Reservoir

7.5 [Nationally Significant Infrastructure Projects: Advice pages - GOV.UK](#) – PINS advice pages

7.6 <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/03/Application-process-diagram2.png> - The 6 stages of the NSIP process diagram

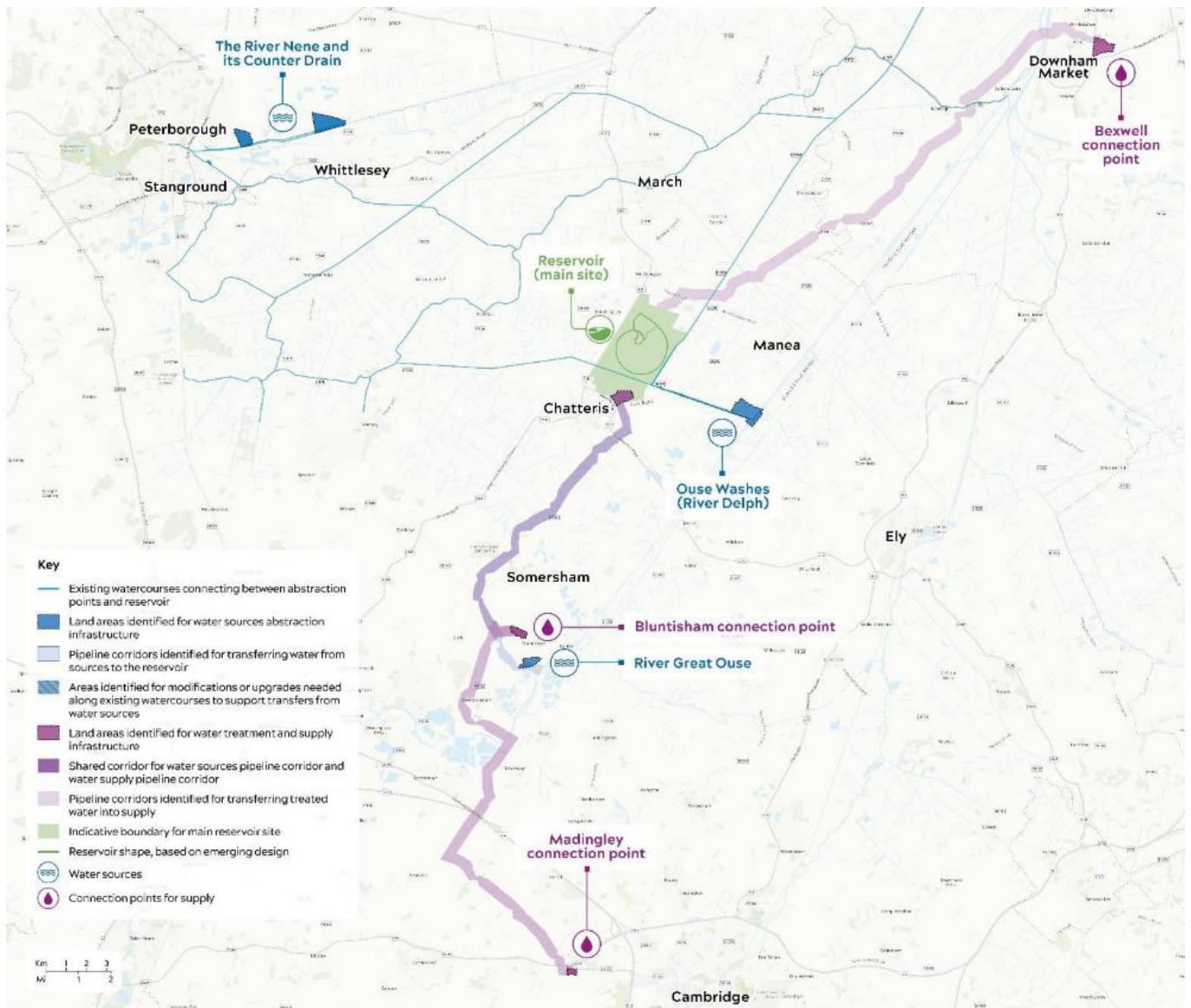
7.7 Appendices:

Appendix 1 – Fens Reservoir map

Appendix 2 – Lincs Reservoir map

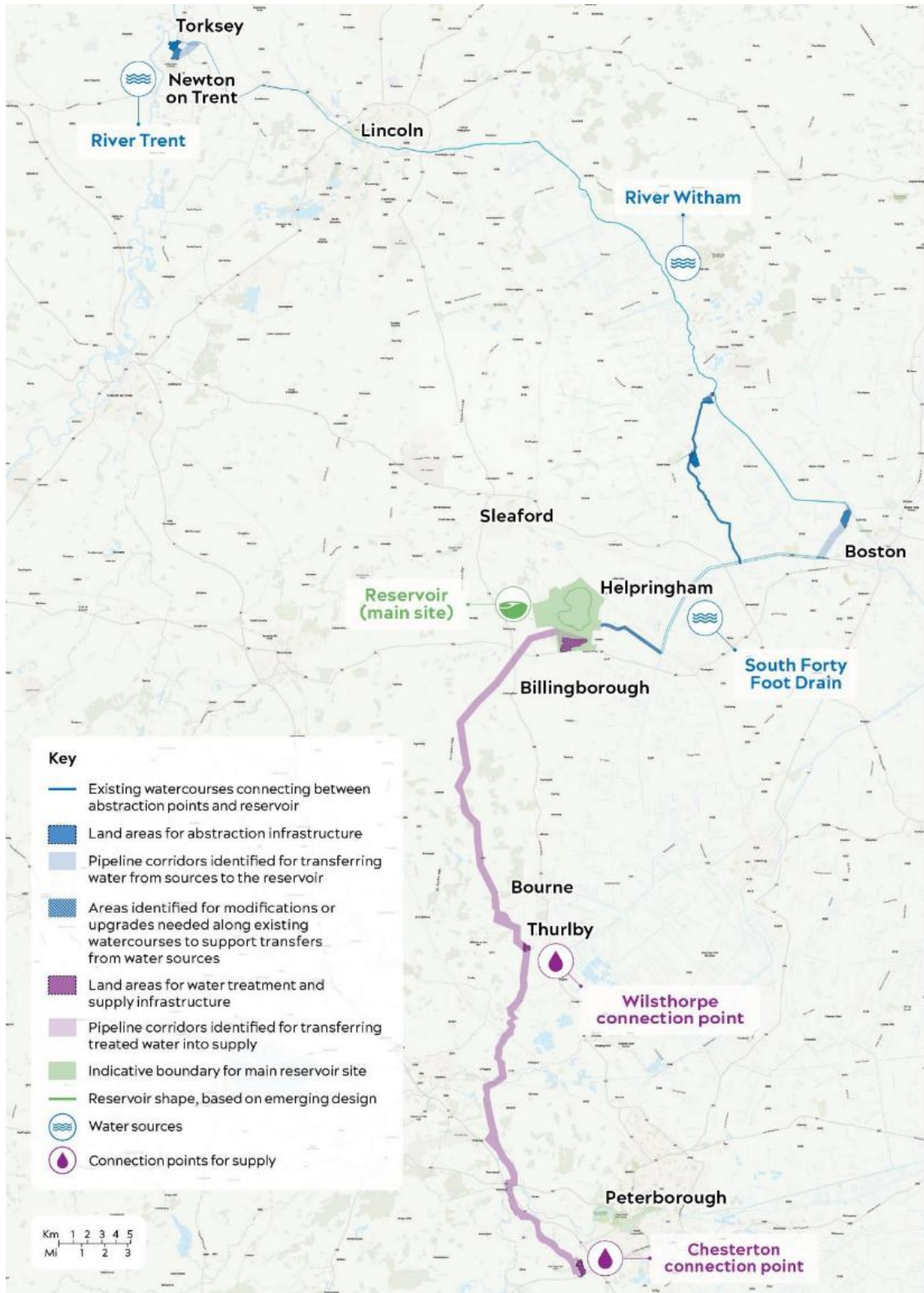
Appendix 3 – The 6 Stages of the NSIP Process

Appendix 1 – Fens Reservoir map

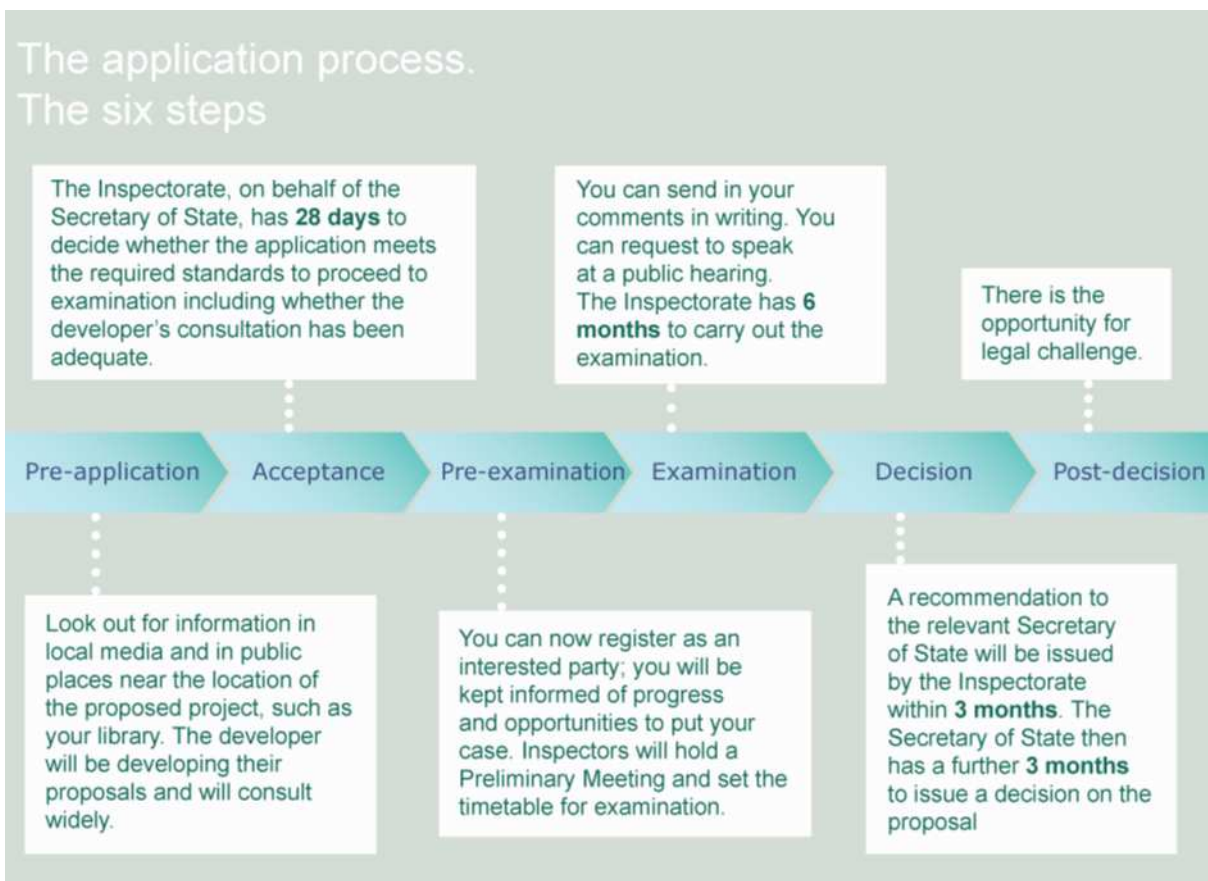


Source: [Associated water infrastructure - Anglian Water - Fens Reservoir](#)

Appendix 2 – Lincs Reservoir map



Source: [Associated water infrastructure - Anglian Water - Lincolnshire Reservoir](#)



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

Environment and Green Investment Committee Agenda Plan

Updated on 2 January 2025

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 Minutes Action Log
- 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
16/01/25	Scrutiny of Draft Business Plan and Budget	F Jordan	Not applicable	06/01/25	08/01/25
	Fens Reservoir and Lincs Reservoir NSIP Proposals	A Tithecott / T Watkins	Not applicable		
	North East Cambridge	T Watkins	Not applicable		
13/03/25	Climate Change and Environment Strategy – Progress and Annual Carbon Footprint Report	E Bolton / S Wilkinson	Not applicable	03/03/25	05/03/25
	Finance Monitoring Report – January 2025	S Heywood	Not applicable		
	Performance Monitoring Report (with Risk Update) – Quarter 3 (2024-25)	R Springbett	Not applicable		
	Kingsway Solar Farm NSIP Proposals	D Carford	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Grimsby to Walpole NSIP Proposals	A Tithecott	Not applicable		
	Local Nature Recovery Strategy (LNRS)	P Clark	Not applicable		
	Biodiversity Strategy	P Clark	Not applicable		
	Trees and Woodland Strategy – Progress and Target Update	P Clark / Quinton Carroll	Not applicable		
	Performance Monitoring Report – Quarter 2	Richard Springbett	Not applicable		
12/06/25	Notification of Chair and Vice-Chair	J Harron	Not applicable	02/06/25	04/06/25
	Finance Monitoring Report - Outturn 2024-25	S Heywood	Not applicable		
	Performance Monitoring Report – Quarter 4 (2024-25)	R Springbett	Not applicable		
04/09/25				22/08/25	27/08/25
02/10/25				22/09/25	24/09/25
20/11/25				10/11/25	12/11/25
21/01/26				09/01/26	13/01/26
10/03/26				26/02/26	02/03/26
11/06/26				01/06/26	03/06/26

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