

COUNCIL MEETING

AGENDA

21st March 2023

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

Cambridgeshire County Council Notice of Meeting

The meeting of the County Council will be held in the Red Kite Room, New Shire Hall, Alconbury Weald, Huntingdon PE28 4YE on Tuesday 21st March 2023 at 10.30a.m.

Agenda

Apologies for Absence

1. Minutes – 7th February 2023 and Motions Log (pages 8-17)
[available at [County Council meeting 07/02/2023](#)]
2. Chair's Announcements (oral)
3. Report of the County Returning Officer (page 18)
4. Declarations of Interests (oral)
[\[Guidance for Councillors on declaring interests is available here\]](#)
5. Public Question Time (oral)

To receive and respond to questions from members of the public in accordance with Council Procedure Rule 9.3.
6. Petitions (oral)

To receive petitions from the public in accordance with Council Procedure Rule 9.4.
7. Better Public Transport: Cambourne to Cambridge Project (pages 19-46)
8. Items for determination from Staffing and Appeals Committee (oral)
 - a) Senior Manager Pay Data and Pay Policy Statement 2023

To consider the following recommendation arising from the Staffing and Appeals Committee on 23rd February 2023 (minute no.58 refers):

recommend the Pay Policy Statement 2023 (Appendix 2) to Council on 21 March 2023 for approval.

b) Pay Gap Reporting

To consider the following recommendation arising from the Staffing and Appeals Committee on 23rd February 2023 (minute no.59 refers):

recommend the Pay Gap Report 2023 (Appendix 1) to Council on 21 March 2023 for approval.

Note: a copy of the report discussed by the Staffing and Appeals Committee and the minutes of the meeting are available via the following link: [Staffing and Appeals Committee meeting 23/02/2023](#)

9. Committees – Allocation of seats and substitutes to political groups in accordance with the political balance rules (pages 47-51)

10. Motions submitted under Council Procedure Rule 10 (oral)

a) Motion from Councillor Lorna Dupré

Voter identification

This Council notes

- The passing of the Elections Act 2022 including a new requirement for electors to show photographic identification at polling stations in order to vote in person;
- The concerns expressed at the principle of this requirement, and the likelihood that it will prevent large numbers of people from participating in elections with young people and BAME communities being particularly likely to be disenfranchised as well as carers, recent care leavers, and those leading complex and challenging lives; and
- The view of the Local Government Association and the Association of Electoral Administrators is that there is insufficient time to implement this requirement without depriving many electors of their right to vote in the elections in May 2023, and that the timetable for implementation should have been put back.

This Council believes that

- All residents eligible to vote should be encouraged and enabled to do so, with as few barriers to participation as can be proven to be absolutely necessary;
- The new requirement is disproportionate given that according to the Electoral Commission the UK has low levels of proven electoral fraud, and given that there were only six cases of voter identity fraud at the 2021 elections; and
- Many local authorities will find it difficult to staff polling stations if the role of polling clerks becomes one of policing and preventing rather than welcoming and facilitating.

This Council recognises that it has a role to play in ensuring access to the democratic process for its citizens, and that it has assets including staff and buildings with which to do so.

This Council therefore resolves to

- i. ask the Chief Executive to write to the Secretary of State for Levelling Up, Housing and Communities to express concerns that this new requirement will prevent large numbers of people from participating in elections with young people and BAME communities being particularly likely to be disenfranchised;
- ii. assist the District Councils to implement these measures to prevent electors from being disenfranchised including supporting their work in promoting how people can apply for voter ID if they do not have suitable ID already;
- iii. share publicity materials about the new requirement for voter identification and the risk that electors may be disenfranchised;
- iv. raise awareness of this through our community facing services such as our Libraries, Think Communities, Registration, Skills and our Adults and Children's Early Help teams so that users of council services, who may be particularly at risk of losing their right to vote, are made aware of the requirement to apply for identification papers in order to vote;
- v. work with partners including parish councils to increase awareness of the change in legislation and the new barriers to electoral participation; and
- vi. make an offer to our District colleagues to support voter ID application facilitation by commissioning libraries, so that staff, volunteers and IT equipment can be made available to assist residents in successfully completing applications for voter identification certification.

[The Monitoring Officer advises that the motion relates to a matter for the Council to determine and that the motion is therefore in order as drafted]

b) Motion from Councillor Steve Count

Core Purpose: To hold a local poll, under section 116 of the Local Government Act 2003 on whether Cambridgeshire residents want to pay a congestion charge to receive improvements in public transport, as outlined by the Greater Cambridge Partnership (GCP).

The Council notes that:

- the GCP have been working towards a proposal to improve public transport, largely in the GCP area, paid for by a congestion charge on drivers in an area described by the GCP as a Sustainable Travel Zone (STZ).
- to progress towards a proposal the GCP undertook a consultation, which is finished and the results will be considered at its June meeting to decide whether to put forward a proposal for charging to Cambridgeshire County Council.

- the consultation, written by the GCP, concentrated on gaining its responses largely from the GCP area. That area also benefits the most from proposed improvements in public transport. However, the GCP cannot make the decision to charge, that decision is the sole responsibility of Cambridgeshire County Council.

The Council:

- expects to receive a petition from Kieron Johnson to hold a referendum on the congestion charge. Legally, a local poll is the format this would take. There are currently 15,663 residents who have signed that petition.
- notes the wording in the petition is clear that most if not all believe a referendum would help stop a congestion charge. It is also clear that many believe the County Council should not make this decision based on the GCP consultation alone and would benefit from a clear referendum on the subject.
- acknowledges that for a local poll to be credible the question asked must be clear, unambiguous, and unbiased, to deliver a fair result.
- asks that any question should just require a yes or no response, balancing the benefits of improved public transport against the disbenefits of imposing a new tax on motorists.

Therefore, this council recommends:

- a local poll be conducted across Cambridgeshire on the subject of congestion charging in the STZ as outlined by the GCP;
- that the Chief Executive of Cambridgeshire County Council commission a credible independent agency to draft a single yes/no question.
- that a local poll be conducted on 4th May 2023 to align with various local elections taking place in order to help to keep costs down.
- that a sum of £1.5m be allocated from reserves that have no specified spending in the Medium Term Financial Strategy to cover the costs of this local poll.

[The Monitoring Officer advises that the motion relates to a matter for the Council to determine and that the motion is therefore in order as drafted]

c) Motion from Councillor Alex Bulat

The Council notes that:

- anyone, regardless of their background or political affiliation, should feel safe to become a councillor and express their views through the local democratic processes.
- debate and disagreement, as well as controversial topics, have always been a healthy part of our democracy. However, abuse, intimidation, threats and hate speech have no place in civil democratic debate.

- the role of a local councillor extends beyond council meetings and so the wellbeing of councillors needs to be considered when out in the community, on social media and in other discussion forums.

The Council welcomes:

- cross-party working to encourage respect and a good quality of debate on issues that matter to our residents, during council meetings as well as community-based events.
- supports good standards in public debate.
- its strong Code of Conduct for both Councillors and Officers.

The Council expresses concern that:

- according to the Local Government Association (LGA) 2022 Councillor census, 7 in 10 surveyed councillors reported experiencing abuse and intimidation last year.
- there have been reports of increased abuse towards people in politics, especially on social media.
- a number of councillors have received direct threats or intimidation because of the views they expressed in debates in this council or while carrying out council duties.

The Council is recommended to commit to:

- i) endorsing the “Debate Not Hate” LGA awareness-raising campaign and sharing the toolkit with councillors, officers and relevant stakeholders ([Debate Not Hate - Campaign Toolkit](#)).
- ii) working with the Police to provide training for councillors on how to respond - or not respond - to abusive emails, social media and written communication related to council matters.
- iii) asking the Constitution and Ethics Committee to consider a live action plan to mitigate the risks of intimidation and abusive behaviours towards members and officers, ensuring safety is prioritised while they fulfil council duties.

[The Monitoring Officer advises that the motion relates to a matter for the Council to determine and that the motion is therefore in order as drafted]

11. Questions

- (a) Cambridgeshire and Peterborough Combined Authority and Overview and Scrutiny Committee (Council Procedure Rule 9.1) (pages 52-54)

- (b) Questions on Fire Authority Issues (pages 55-59)

Report of the Cambridgeshire and Peterborough Fire Authority.

- (c) Written Questions (Council Procedure Rule 9.2) (oral)

To note responses to written questions from Councillors submitted under Council Procedure Rule 9.2.

Dated 13th March 2023

Linda Walker
Interim Monitoring Officer

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

The Council does not guarantee the provision of car parking on the New Shire Hall site. Information on travel options is available at: [Travel to New Shire Hall](#)

This meeting is streamed to the Council's website: [Council meetings Live Web Stream - Cambridgeshire County Council](#)

For more information about this meeting, please contact Michelle Rowe at the County Council's Democratic Services on Cambridge (01223) 699180 or by email at: michelle.rowe@cambridgeshire.gov.uk

Full Council Motion Log

This is the updated Motion Log as of 13th March 2023. It captures the actions arising from motions agreed at meetings of Full Council and updates Members on the progress in complying with delivery of the necessary actions.

Motions from Full Council on 9 November 2021					
Minute No.	Motion	Responsible Officer	Action	Update	Status
34 a)	Councillor Mark Goldsack (Protecting homes and property from unnecessary surface water)	Executive Director for Place and Sustainability	Use the audit and local plans to predict which systems will be overwhelmed and to incorporate that into planning discussions with local planning authorities.	Update: 13 March 2023 The flood team is awaiting the progress of the works on the priority sites before assessing other locations where interventions can be considered. A meeting is planned for mid-late March to go through the details of the locations identified in the audit.	Ongoing
		Executive Director for Place and Sustainability	Commit to the people of Cambridgeshire that anywhere small bore pipework is causing an issue it will be addressed by carrying out an assessment of a fully costed programme of works to either replace the small-bore soak away pipework, with appropriate higher bore pipe work solutions that bring immediate relief and also future proof as predicted or supply full details of alternative solutions in those areas with fully	Update: 13 March 2023 Work is continuing until the end of March 2023 on priority sites identified through the audit and an initial risk mapping exercise. Programme planning is underway for future schemes, which will be communicated to members when available. Work is continuing through Flood and Water Management and Highway Maintenance to address areas of concern identified through the audit (as above).	Ongoing

			costed plans of actions that will mitigate and protect property in areas of known puddling. Consideration of solutions and costs for addressing surface water flooding issues to go through the Council's ongoing business planning process.		
34 d)	Councillor Lucy Nethsingha (Free school meals)	Director of Education	Work with partners to set up a funding scheme to support children and young people whose families are on Universal Credit or free school meals to have reduced cost access to out of school activities, in order to support them to reach their educational and personal potential.	Update: 13 March 2023 At the meeting of the Children and Young People Committee on 8 March 2023, it was agreed that the allocated funding for the Household Support Fund 2023/24 be used to support the ongoing enhanced level of holiday voucher schemes for families on low income. Parental feedback has shown how valuable this support is at the current time. The funding ensures that the Council can continue to fund £180 per eligible child across the 2023/24 financial year, whilst maintaining its spend on the wider support school for vulnerable adults and pensioners. The Council intends to use a small element of the funding to continue with its library auto-enrolment project.	Ongoing

Motions from Full Council on 15 March 2022

Minute No.	Motion	Responsible Officer	Action	Update	Status
61 c)	Councillor Hilary Cox-Condron (Inequalities)	Executive Director of Strategy and Partnerships	Review, develop, and implement training and communications for staff and Members to raise awareness of this duty within our wider Equality, Diversity and Inclusion work, and to develop our understanding of how it applies to our policies and practices, in the services we deliver, and in the services we commission from others.	Update: 13 March 2023 The mandatory e-learning for all staff was launched in February 2023. Due to some initial technical glitches, the e-learning was relaunched on 7 March, and is now live again. An update will be shared with staff via the Council's intranet.	Complete

Motions from Full Council on 10 May 2022

Minute No.	Motion	Responsible Officer	Action	Update	Status
76 e)	Councillor Lucy Nethsingha (Waste recycling)	Executive Director for Place and Sustainability	A briefing note be written and circulated to members of the Environment and Green Investment Committee looking at the ways in which the Council can continue to work with RECAP (Recycling Cambridgeshire and Peterborough) to support increased re-cycling, working closely with district and other partners.	Update: 13 March 2023 Officers are exploring alternative approaches to the Combined Authority, and are exploring the potential of working with the Climate Team regarding funding options. The briefing note will be redrafted following these discussions, and then be circulated to members of the Environment and Green Investment Committee.	Ongoing

Motions from Full Council on 19 July 2022

Minute No.	Motion	Responsible Officer	Action	Update	Status
87 a)	Councillor Hilary Cox Condron (Junk food advertising)	Head of Procurement and Commercial	<p>Strategy and Resources Committee to:</p> <p>Consider phasing out all forms of junk food advertising in County Council assets, such as roundabouts. The Council will aim to instead use the advertising space to promote health promoting products, which may mitigate any loss of income.</p> <p>Publish an advertising strategy that includes the Council's position on junk food, and consideration to environmentally damaging products (including industrially farmed animal products) in the context of the Council's net zero strategy, in addition to the exclusions currently included within the policy - such as gambling, alcohol and violence.</p> <p>Investigate the possibility of a County wide Low Carbon Policy for advertising and sponsorship, and model any resulting financial impact.</p>	<p>Update: 13 March 2023</p> <p>Market testing for the advertising and sponsorship procurement is now complete in relation to the re-procurement of advertising on roundabout and highway assets. The responses are being considered and procurement documents are starting to be drafted. The Highways and Transport Committee agreed to proceed with the procurement at its meeting on 7 March 2023, and also to delegate responsibility for the contract award to the Service Director for Highways and Transport, in consultation with the Chair and Vice Chair of the Highways and Transport Committee.</p>	Ongoing

		Chief Executive	Work collaboratively with District Councils to have a joined-up approach to this issue via the Cambridgeshire Public Service Board, given that Districts have responsibility for applying national planning policy on advertising planning restrictions.	<p>Update: 30 January 2023</p> <p>The Chief Executive presented this item to the Cambridgeshire Public Service Board on 26 October 2022. It was agreed that the district councils would look at their current advertising practice around fast food and provide updates at a future meeting.</p> <p>The Managing Director of Huntingdonshire District Council had agreed to convene a meeting of Planning Leads from across Cambridgeshire and Peterborough authorities on behalf of the Public Service Board to progress this matter further. At the December meeting of the Public Service Board, it was confirmed that this matter was ongoing at present.</p>	Ongoing
87 b)	Councillor Mark Goldsack (speed limits)	Executive Director for Place and Sustainability	Produce a report for a future meeting of the Highways and Transport Committee on principles for the location of buffer zones, on how the process for local applications can be simplified and promoted to applicants, and on options for facilitating the installation of buffer zones where locally supported, whether through the LHI process or by other means. detailing a review of all National Speed Limit access roads that lead into 30MPH road inhabited areas.	<p>Update: 30 January 2023</p> <p>The report will be presented to the Highways and Transport Committee in July 2023, as part of a wider speed strategy report.</p>	Ongoing

87 d)	Councillor Ros Hathorn (travel infrastructure)	Executive Director for Place and Sustainability	<p>The Highways and Transport service to:</p> <p>Prioritise developing active travel specific maintenance measures within the Highways Operational Standards (HOS) and explore ways in which ongoing maintenance requirements can be removed as a barrier to good scheme design.</p> <p>Undertake a review of the highway hierarchy used to deliver the asset management maintenance programme to ensure it reflects active travel growth and the ambitions of the Council.</p>	<p>Update: 13 March 2023</p> <p>Work on an active travel network maintenance hierarchy is underway. The hierarchy will help ensure that the needs of active travel users are more fully considered in maintenance decisions.</p> <p>Highways Maintenance are engaging a specialist consultant to support the development of maintenance hierarchy for active travel. Work is expected to commence in late March and to take six months to complete. The active travel maintenance hierarchies will enable maintenance activities to better support active travel across the road, footway and cycleway networks and associated highways assets. Proposed changes to any sections of the Highway Operational Standards will be undertaken following the hierarchy work. Currently the onsite dynamic user risk assessments used by Local Highway Officers and Safety Inspectors help ensure the Council considers active travel users when making maintenance decisions relating to minor defects.</p>	Ongoing
87 e)	Councillor Alex Beckett (Pavement parking)	Executive Director for Place and Sustainability	<p>Prepare a paper for Strategy and Resources Committee proposing a group of pilot areas in Cambridge City for TRO implementation, outlining the costs required to implement.</p>	<p>Update: 30 January 2023</p> <p>At the request of the Vice-Chair of the Strategy and Resources Committee at the Chair and Vice-Chair meeting held on 3 January 2023, it was agreed that the Highways and Transport service should prepare a report for the Highways and</p>	Ongoing

				<p>Transport Committee detailing a group of pilot areas in Cambridge City for Traffic Regulation Order (TRO) implementation, and outlining the costs required to implement. It is important that the relevant committee considers the pilot arrangements first, and a pavement parking item has therefore been added to the Highways and Transport Committee's agenda plan for the meeting on 4th July 2023. If the funding cannot be identified within the Service, then the Highways and Transport Committee will be asked to consider whether to recommend to the Strategy and Resources Committee that it identifies a budget for implementation and enforcement of this work to prevent informal pavement parking within the city.</p>	
		Executive Director for Place and Sustainability	<p>Strategy and Resources Committee to assess this paper and provide a budget for implementation and enforcement of this work to prevent informal pavement parking within the city.</p>	Please see above.	Ongoing
		Executive Director for Place and Sustainability	<p>Highways and Transport Committee to assess the impact of this trial upon its implementation.</p>	Please see above.	Ongoing
		Executive Director for Place and Sustainability	<p>If successful, the highways department should expand this work and bring a further paper to Highways and Transport Committee for all urban areas within Cambridgeshire with informal</p>	Please see above.	Ongoing

			pavement parking, when it is appropriate to do so (mindful that Civil Parking Enforcement powers are needed to locally enforce the TRO).		
Motions from Full Council on 13 December 2022					
108 c)	Councillor Alex Bulat (Asylum seekers and migrants)	Executive Director of Strategy and Partnerships	Develop a local, county-wide 'Place of Safety' pledge, which supports the right of all to seek services, advice, support and representation without fear of adverse consequences.	Update: 13 March 2023 A report providing an update on this motion will be presented to the Communities, Social Mobility and Inclusion Committee on 23 March 2023. Further work is being carried out to determine how best to take forward the other aspects of this work.	Ongoing
		Executive Director of Strategy and Partnerships	Refer the development of the pledge to the Communities, Social Mobility and Inclusion Committee, asking it to ensure the pledge is succinct, legal, and available in a form (or forms) that are suitable for both councillors, local MPs and partner organisations.	Please see above.	Ongoing
		Executive Director of Strategy and Partnerships	Encourage the Council's partners not to participate in maintaining a 'hostile environment' by providing data to the Home Office that may be used for detention and deportation purposes, (except where this is a legal obligation).	Please see above.	Ongoing

		Executive Director of Strategy and Partnerships	Join (and encourage our partners to join), the NRPF network, a national network of local councils and experts safeguarding the welfare of destitute families.	Please see above.	Ongoing
		Executive Director of Strategy and Partnerships	Work collaboratively with partners to ensure that all residents, irrespective of their immigration status, can access appropriate voluntary and/or statutory support to meet their basic needs for healthcare, housing, and support during the cost-of-living crisis.	Please see above.	Ongoing
		Executive Director of Strategy and Partnerships	Work collaboratively with the ESOL (English for speakers of other languages) Local Planning Partnerships recently established by the Combined Authority. Both North and South Partnerships are chaired by Cambridgeshire County Councillors, and the Partnerships bring together providers and experts with significant expertise on supporting asylum seekers with English language learning.	Please see above.	Ongoing
		Executive Director of Strategy and Partnerships	Work closely with the LGA to share best practice on asylum seeker resettlement support, increase coordination in the East of England and put pressure on central Government to allocate resources	Please see above.	Ongoing

			especially in the most disadvantages areas.		
		Executive Director of Strategy and Partnerships	Join the City of Sanctuary Local Authority Network - Building a culture of hospitality for people seeking sanctuary.	Please see above.	Ongoing
		Executive Director of Strategy and Partnerships	Request officers explore the development of a 'City of Sanctuary' type charter for use at countywide level, providing a short assessment to a future meeting of the Communities, Social Mobility and Inclusion Committee.	Please see above.	Ongoing
		Executive Director of Strategy and Partnerships	Establish a member-role of 'Migrant Champion'. This symbolically important role would be the public face and embodiment of the County Council's approach to and campaigning on migrant, asylum seeker and refugee issues rather than a contact point for these groups in the community or a link to any particular council service.	Please see above.	Ongoing

County Returning Officer's Report

I, STEPHEN MOIR, Returning Officer for the Electoral Divisions in the County of Cambridgeshire, DO HEREBY CERTIFY that on the 16th day of FEBRUARY 2023, being the day appointed for the by-election for the St Neots The Eatons Division in the County of Cambridgeshire, I caused one County Councillor to be elected for the St Neots The Eatons Division within the said County and that the name of the person elected for this Electoral Division is set out below.

Electoral Division	Name Of Person Elected	Home Address	Description
St Neots The Eatons	Geoffrey Michael Seeff	4 Radland Close Love's Farm St Neots Cambridgeshire PE19 6BQ	Liberal Democrat

Better Public Transport: Cambourne to Cambridge Project

To: Council

Meeting Date: 21 March 2023

From: Chief Executive, Greater Cambridge Partnership

Purpose: To consider the Greater Cambridge Partnership's (**GCP**) Cambourne to Cambridge (**C2C**) Transport and Works Act Order (**C2C Order**) submission for the creation of a new, or significantly improved public transport route between Cambourne and Cambridge (**C2C Scheme**) including:

- A new high quality busway.
- Bus priority improvements.
- A new Park and Ride.
- New high-quality cycling and walking facilities making use of the emergency and maintenance access track required for the new busway.

Recommendation: The Full Council is asked to:

- (a) Note the report, and the likely timescales for the formal consent process; and
- (b) Agree to:
 - (i) Make an application under the provisions of section 6 of the Transport and Works Act 1992 for an Order authorising the construction and operation of a guided transport system from Cambourne to Cambridge;
 - (ii) Seek a direction from the Secretary of State under Section 90(2A) of the Town and Country Planning Act 1990 that planning permission be deemed to be granted for the development provided for in the proposed C2C Order;
 - (iii) Authorise the GCP Executive Board:
 - (a) To progress negotiations with any owners of interests in the affected land and other persons affected by the scheme and to make necessary

arrangements to acquire land or rights within the proposed C2C Order, whether by agreement or through the exercise of powers contained in the C2C Order;

- (b) To progress negotiations with any affected parties or objectors to the C2C Order with the aim of avoiding, or securing the withdrawal of, any objections to the TWAO; and
- (c) To promote the C2C Order through, and participation in, any public local inquiry or other processes and procedures arising or resulting from the submission of the application for the Transport and Works Act Order (TWAO);

(iv) The delegation of powers to the GCP Executive Board to:

- (a) Prepare the necessary documents and any other evidence deemed appropriate to support the Transport and Works Act application;
- (b) Undertake further design development work on the C2C Scheme and progress the ongoing statutory process, including further refinements to the C2C Order prior to submitting the Transport and Works Act order application and application for deemed planning permission; and
- (c) Deliver the C2C Scheme to practical completion subject to the C2C Order being made and deemed planning permission granted and to the approval of a Full Business Case in line with any existing agreements and in compliance with the MoU between GCP and Cambridgeshire County Council (CCC) in accordance with internal governance requirements and procurement best practice and in consultation with the Council's Section 151 Officer where appropriate; and

- (v) The delegation of powers to the Council's Section 151 Officer to negotiate, agree, enter into, execute and serve (where appropriate) all relevant legal agreements, notices and other documentation necessary to facilitate and underpin the C2C Order including provisions to protect the apparatus of statutory authorities which may lead to ongoing liabilities, and to submit the Transport and Works Act Order application, and the application that a direction be given that planning permission be deemed to be granted together with all supporting documents, and to prepare such further documents as may be required to support those applications, save that the C2C Order application will not be made until the satisfactory completion of agreements with the landowners of three development sites, namely Cambourne West, Bourn Airfield and West Cambridge as approved by the Section 151 Officer.

Officer contact:

Name: Peter Blake
Post: Transport Director, GCP
Email: peter.blake@cambridgeshirecountycouncil.gov.uk
Tel: 01223 699906

Member contacts:

Names: Councillor Elisa Meschini
Post: Chairperson, GCP Executive Board
Email: Elisa.Meschini@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

1.1 Purpose of the Report

- 1.1.1 The purpose of this report is to inform a decision by the County Council to make a resolution under the provisions of section 239 of the Local Government Act 1972 (which applies in this case by virtue of section 20 of the Transport and Works Act 1992) to submit an application for the C2C Order to the Secretary of State for Transport under the Transport and Works Act 1992, accompanied by a request for a Planning Direction pursuant to S90(2A) of the Town and Country Planning Act 1990 and to approve delegations from CCC to the GCP Executive Board to progress the C2C Scheme through the statutory process.
- 1.1.2 If authorised, the resulting C2C Order and deemed planning permission will together provide the relevant powers and planning consent for the construction, maintenance and operation of the C2C Scheme.
- 1.1.3 Full details in relation to the strategic need for investment in the C2C Scheme, together with financial, commercial and management implications as well as investigation of alternative schemes, can be found in the Outline Business Case (OBC) at **Appendix 1**. The OBC has also been subject to an independent audit approved by the GCP Executive Board on 1 July 2021 (also at Appendix 1) which recommended that the OBC was valid and the C2C Scheme should continue to progress taking into account the impact of Covid-19, the increasing importance of climate change, the Government's new bus policy, East-West Rail and the withdrawal of the CAM Scheme promoted by the Cambridgeshire and Peterborough Combined Authority's (**CPCA**) previous mayor. These factors have been taken into account in the C2C Scheme.
- 1.1.4 Formal application is now proposed to be made to the Secretary of State for Transport for the C2C Order under the Transport and Works Act 1992 to construct and operate the C2C Scheme. This will also provide for powers of compulsory acquisition for the purposes of the C2C Scheme and include protective provisions for specified bodies.
- 1.1.5 A description of the proposed development comprising the C2C Scheme is provided in section 3 below and a plan showing the proposed alignment of the C2C Scheme is shown at **Appendix 2**.
- 1.1.6 By virtue of Section 20 of the Transport and Works Act 1992 CCC may apply for a Transport and Works Act Order (**TWAO**) but the power to do so is subject to the same conditions as apply to a Local Authority promoting bills in Parliament.
- 1.1.7 In this instance, CCC must comply with the conditions set out in section 239 of the Local Government Act 1972.

1.1.8 Section 239 provides that where a Local Authority is satisfied that it is expedient to promote a Bill (and this applies to TWAOs), it must pass a resolution to do so which then needs to be confirmed at a further meeting of the authority after the Bill is deposited (or in the case of a TWAO), the application made.

1.1.9 Such a resolution must be:

- (a) preceded by not less than 30 clear days' notice, given by advertisement in one or more local newspapers and by the ordinary notices required to be given for convening a meeting of the authority; and
- (b) passed by a clear majority of the whole number of the members of the authority (i.e. not a majority of those present but a majority of all members).

1.1.10 Notice was given to the public of a resolution in accordance with section 239 of the Local Government Act 1972 in the Cambridge News on 17 February] 2023.

1.2 The City Deal

1.2.1 The Greater Cambridge City Deal was signed on 19 June 2014 on behalf of all five local partners comprising GCP (CCC, Cambridge City Council (**City Council**), South Cambridgeshire District Council (**SCDC**), the Greater Cambridge Greater Peterborough Enterprise Partnership (the Business Board) and the University of Cambridge) and the Government. The Deal was underpinned by a commitment to deliver transformative economic benefits through investment in infrastructure and through a collaborative governance framework.

1.2.2 An effective and efficient governance structure is recognised in the deal document as key to the delivery of the infrastructure programme and to planning effectively for future growth. The governance framework required some delegated authorities in order to fulfil its mandate, which was subject to a decision by Full Council.

1.2.3 A series of approvals and delegations by Full Council followed the formation of the Greater Cambridge City Deal, including agreement to delegate certain functions to the Executive Board of GCP as the decision-making body for the Greater Cambridge City Deal, these included delegated responsibility:

- (a) for making decisions regarding Traffic Regulation Orders for City Deal schemes;
- (b) for making decisions around and exercising Compulsory Purchase Order powers for City Deal schemes;
- (c) for making decisions around Side Roads Orders for City Deal schemes; and

(d) to promote TWAOs for City Deal schemes.

1.2.4 The Greater Cambridge City Deal was also empowered to develop a programme of works, approve projects, including the allocation of project funding, and approve plans and strategies necessary or incidental to the implementation of the City Deal agreement.

1.2.5 The City Deal has subsequently outlined its vision as:

- a. Securing the continued economic success of the area;
- b. Significant improvements to air quality, supporting a healthier population;
- c. Reducing carbon emissions in line with the partners' zero carbon commitments;
- d. Helping to address social inequalities where poor provision of transport is a contributing factor; and
- e. Wellbeing and productivity benefits from improving people's journeys to and from employment.

1.2.6 The City Deal has identified four major corridor schemes for investment in high quality public transport of which Cambourne to Cambridge is one. These schemes help to ensure access to major growth sites for housing and employment, thereby enabling delivery of the Local Plans for Greater Cambridge. In May 2020, the programme was subject to a routine Gateway Review by central Government which was successfully passed and which commented on the 'significant success and progress' the partnership had made.

1.3 The Cambourne to Cambridge Scheme

1.3.1 The C2C Scheme is one of the four main corridor schemes developed by GCP under the City Deal. It comprises a proposed new public transport route linking Cambourne and Cambridge. It will include a dedicated busway serving communities in Cambourne and the proposed Bourn Airfield development, as well as in Hardwick, Coton and the West Cambridge campus. Running parallel to the busway there will be an emergency access and maintenance track that would also provide an Active Travel Path (ATP) for pedestrians/cyclists and equestrians. The ATP would generally be separated from the busway by a verge or a swale providing drainage and ensuring the safety of ATP users.

1.3.2 The scheme has been developed over the last eight years, and through four public consultation exercises. A range of options to the north and south of the existing corridor, and on-line, have been considered in line with Government guidance.

- 1.3.3 Travelling west to east, over the first 2.3km of the C2C Scheme, the alignment passes through current and planned urban development, first through Upper Cambourne and then into Bourn airfield, which will be built out over the next ten to twenty years.
- 1.3.4 Leaving the airfield site, for the next 1.6km C2C Scheme aligns within an existing road corridor, passing alongside and south of the A428, through grassland and young woodland planted on the materials deposited following construction of the road. This continues as far as the Scotland Road junction, where the travel hub will be located. The travel hub will occupy 12ha and will displace farmed (currently arable) land.
- 1.3.5 The C2C Scheme continues eastwards along St Neots Road on the north edge of the village of Hardwick. Over this 1.8km length, the route sits within the existing road alignment. It passes by mostly residential uses along the south side of the road, as well as a few commercial premises. Open land and tree planting to its north separates St Neots Road from the A428 to its north.
- 1.3.6 Just west of Long Road the route diverges south from St Neots Road, crossing farmland to the north of the built part of the village of Coton. This open countryside through which the route passes sits north of the built part of Coton and south of the houses along the ridge marked by Madingley Road.. East of Cambridge Road the route passes through an orchard and regenerating scrub south of a garden centre and rises to cross the M11 on a new bridge.
- 1.3.7 The route bisects the planted east side of the M11 and then enters the urban fringe of Cambridge, passing along Charles Babbage Road, to the north and south of which are the educational and commercial uses and sports facilities of Cambridge University's West Cambridge development.
- 1.3.8 East of Philippa Fawcett Drive the route turns south, passing alongside a campus road before crossing the West Cambridge Canal and bearing east then south and then east across open arable land before crossing the Bin Brook and re-entering the urban fringe of the City, passing along an existing track between sports pitches to the south and residential and university properties to the north. The route then joins the existing public highway on Grange Road and vehicles would proceed on-road to the City Centre and to wider destinations such as the Biomedical Campus.

1.4 Outcomes

- 1.4.1 The Outcomes of the proposals are discussed in detail in the OBC (Appendix 1) and the Environmental Statement (Appendix 10). In summary the OBC follows the requirements of the Green Book and Department for Transport (DfT) guidance and demonstrates the benefits of delivery of the C2C Scheme whilst the Environmental

Statement sets out the impacts of it and the mitigation required to offset any negative impacts.

- 1.4.2 Whilst the Benefit Cost Ratio based purely on conventional transport economics is relatively low, the scheme has a very strong Strategic Case and achieves significant Wider Economic Impacts as a result of its role in unlocking development potential as envisaged by the City Deal.
- 1.4.3 If the Council accepts the recommendations of this paper then both documents will be submitted to DfT for further scrutiny and likely debate through Public Inquiry.

1.5 Equality And Human Rights Implications

- 1.5.1 Section 149(1) of the Equality Act 2010 provides that in the exercise of their functions Cambridgeshire County Council (CCC) must have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share.
- 1.5.2 In accordance with rule 12(8) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (**the Rules**) an applicant for a TWAO must compile a Book of Reference containing the names of all those who were, at the beginning of a period of 28 days ending on the date of the application, owners, lessees, tenants (whatever the tenancy period) or occupiers of land which it is proposed will be subject to, compulsory acquisition, rights to use land, or rights to carry out protective works to buildings. The Book of Reference must also contain the names of all persons entitled to enjoy easements and other private rights over land which it is proposed to extinguish and the names of any others whom the Applicant would be required to give a notice to treat if proceeding under section 5(1) of the Compulsory Purchase Act 1965.
- 1.5.3 A Book of Reference is in the process of being compiled by the GCP but it is not yet at an adequate stage of completion to be appended to this report. However, The Executive Board of GCP has delegated authority to promote the C2C Order (with further delegation sought in this report to finalise and submit the application) and in this respect it is able to confirm to CCC as the Applicant that it has and will continue to carry out diligent inquiry, as set out in the Rules and the Guidance on Compulsory purchase process and The Crichel Down Rules 2018

to identify all the persons with an interest in the plots shown on the draft Land and Works Plans (**Appendix 5**), persons with a potential claim for compensation as a result of the C2C Scheme, and a number of other potential parties and statutory designations. These persons have been and will continue to be consulted pursuant to Rules 13, 14 and 16 of the Rules and as shown in the emerging Book of Reference. At this stage therefore, GCP is able to confirm to CCC as Acquiring Authority that it has and will continue to consider the rights of those listed in the emerging Book of Reference. GCP also undertakes to CCC that it will continue to consider the rights of those to be listed in the Book of Reference and assures CCC that an application for the C2C Order will only be made if it decides that interference with their rights, in particular those under Article 8 of the European Convention on Human Rights (ECHR), is proportionate and necessary. Moreover, those affected will be adequately compensated for any infringement of their rights.

- 1.5.4 The Human Rights Act 1998 incorporated into domestic law the provision of the ECHR. The articles of particular relevance are:
- (a) Article 1 of The First Protocol – protects the rights to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest.
 - (b) Article 6 – entitles those affected by compulsory powers to a fair and public hearing.
 - (c) Article 8 – protects the right of the individual to respect for his private and family life, his home and his correspondence. Interference with this right can be justified if it is in accordance with law and is necessary in the interests of, among other things, national security, public safety or the economic wellbeing of the country.
- 1.5.5 Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way which is incompatible with rights protected by the ECHR.
- 1.5.6 Paragraphs 2 and 12 of the Guidance on Compulsory purchase process and The Crichel Down Rules 2018 sets out how applicants should take into account Human Rights:
- “The Secretary of State must ultimately be persuaded that the purposes for which an order authorises the compulsory acquisition of land are legitimate and are sufficient to justify interfering with the human rights of those with an interest in the land affected. In particular, regard must be given to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights and, in the case of acquisition of a dwelling, Article 8 of the Convention.”

1.5.7 The draft C2C Order, if made, may infringe the human rights of persons with an interest in land. This infringement is authorised by law provided that:

- (a) There is a compelling case in the public interest for the compulsory acquisition powers included within the C2C Order, and that proper procedures are followed.
- (b) Any interference with a human right is proportionate and otherwise justified.

1.6 Compliance with the ECHR

1.6.1 The Executive Board of GCP confirms to CCC as applicant that it recognises that the C2C Scheme may have an impact on individuals but considers that the significant public benefits that will arise from the C2C Scheme, as set out in this report outweigh any harm to those individuals. The draft C2C Order strikes a fair balance between the public interest in seeing the C2C Scheme proceed (which is unlikely to happen in the absence of the C2C Order) and the private rights which will be affected by the making of the order.

1.6.2 In relation to both Article 1 (of the First Protocol) and Article 8, the compelling case in the public interest for the compulsory acquisition powers included within the draft C2C Order has been demonstrated in this report and in the OBC (**Appendix 1**). The Land included over which compulsory acquisition powers are sought as set out in the C2C Order is the minimum necessary to ensure the delivery of the C2C Scheme. The C2C Scheme has been designed to minimise harm whilst achieving its publicly stated objectives. In this respect the interference with human rights is both proportionate and justified.

1.6.3 In relation to Article 6 the Executive Board of GCP confirms to CCC as applicant that it is content that recommended procedures have been followed for both the consultation on the C2C Scheme and for the determination of the compulsory acquisition powers included in the draft C2C Order. Throughout the development of the C2C Scheme, the Executive Board of GCP confirms to CCC as applicant that it has given persons with an interest in the land a full opportunity to comment on the proposals, both in a statutory and non-statutory capacity, and that it has endeavoured to engage with land interests. The Executive Board of GCP has had regard to land interest feedback in both the initial design of the scheme and in iterative design changes throughout the life of the C2C Scheme. Examples of design changes are provided within the Consultation Report (Appendix 12).

1.6.4 Furthermore, any individuals affected by the draft C2C Order may submit representations by way of an objection to the application and if objections are made by owners, lessees, tenants, or occupiers of land which is to be acquired (or is person falling within section 12(2A) of

the Acquisition of Land Act 1981) and not withdrawn, a public inquiry or hearing will be held at which objectors will be heard.

- 1.6.5 If the C2C Order is made, a person aggrieved may challenge the C2C Order by making an application to the High Court if they consider that the grounds for doing so are made out pursuant to section 22 Transport and Works Act 1992 .

1.7 Consideration of duties under the Equality Act 2010

- 1.7.1 The Executive Board of GCP using its delegated authority confirms to CCC as applicant that it has complied with its duties under section 149 of the Equality Act 2010 and has had due regard to the need to (i) eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by or under the Equality Act 2010; (ii) advance equality of opportunity between persons who share a protected characteristic and persons who do not share it; and (iii) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 1.7.2 An Equality Impact Assessment (EqIA) (**Appendix 13**) has been carried out. The EqIA describes the process and results of a study to determine the impact of the C2C Scheme on a variety of demographic and protected characteristic groups identified in the surrounding area.
- 1.7.3 The EqIA concludes that that low level negative impacts may be experienced during construction for young people and their carers and for disabled people due to construction activities and disruption. However, during operation the C2C Scheme is likely to result in high level positive impacts for young and elderly people, medium level positive impacts for disabled users and low to high level positive impacts for all genders due to improved connectivity. Further opportunities were identified to advance equality, foster good relations and prevent discrimination in the conclusions to the EqIA.
- 1.7.4 This degree of impact and the scope for building mitigation into the C2C Scheme leads to the conclusion that there is no impediment to the Scheme and monitoring will be ongoing to ensure that remains the case.

1.8 Equality Conclusions

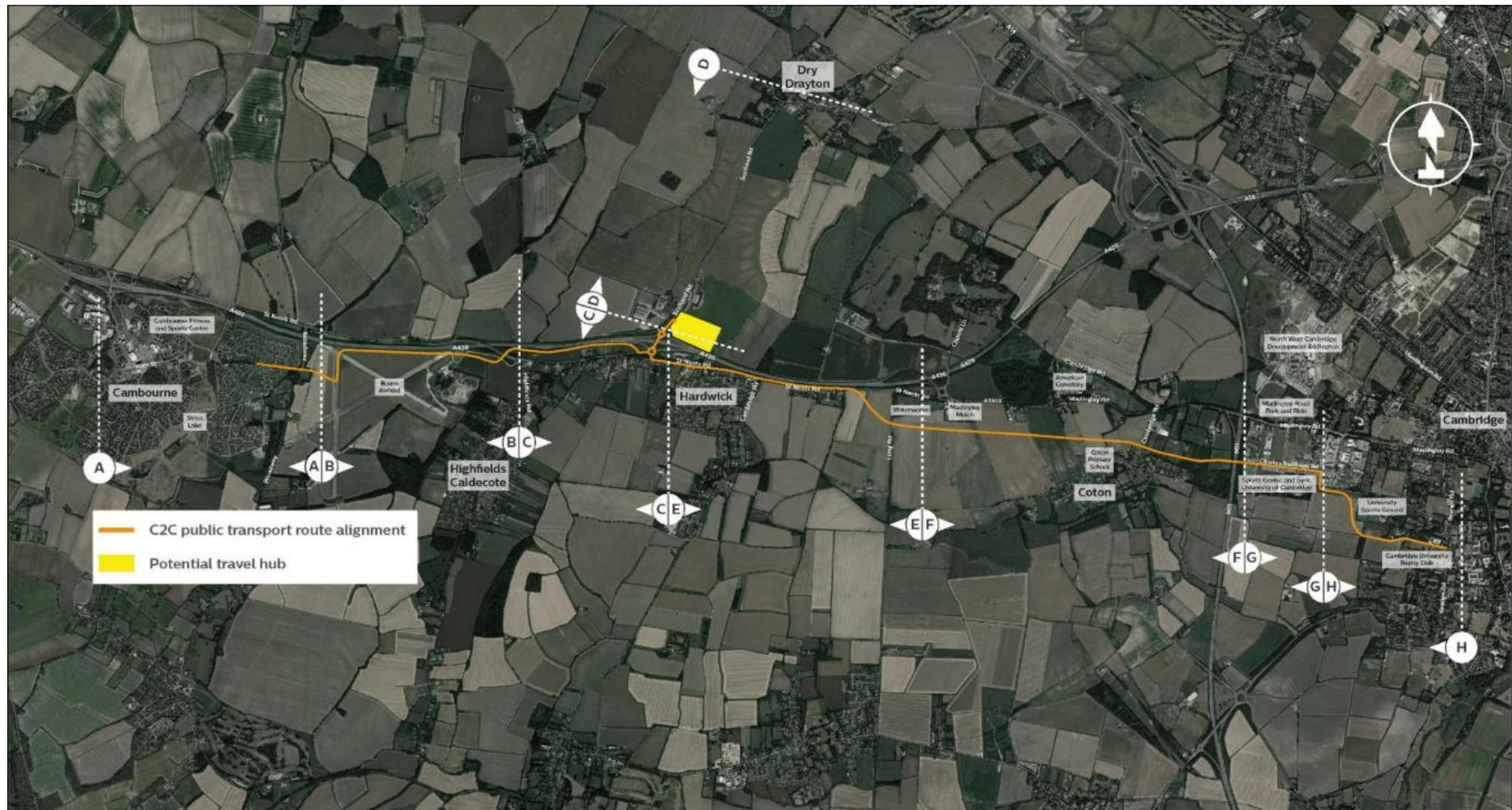
- 1.8.1 For the reasons set out above, and taking into account the delegations sought and the assurances by GCP, the Applicant considers that any infringement of the ECHR rights of those whose interests in the land might be affected by the exercise of powers of compulsory acquisition would, at the stage of submission of an application for the C2C Order, be proportionate and legitimate, would be in the public interest and would be in accordance with the law. .

2. Main Issues

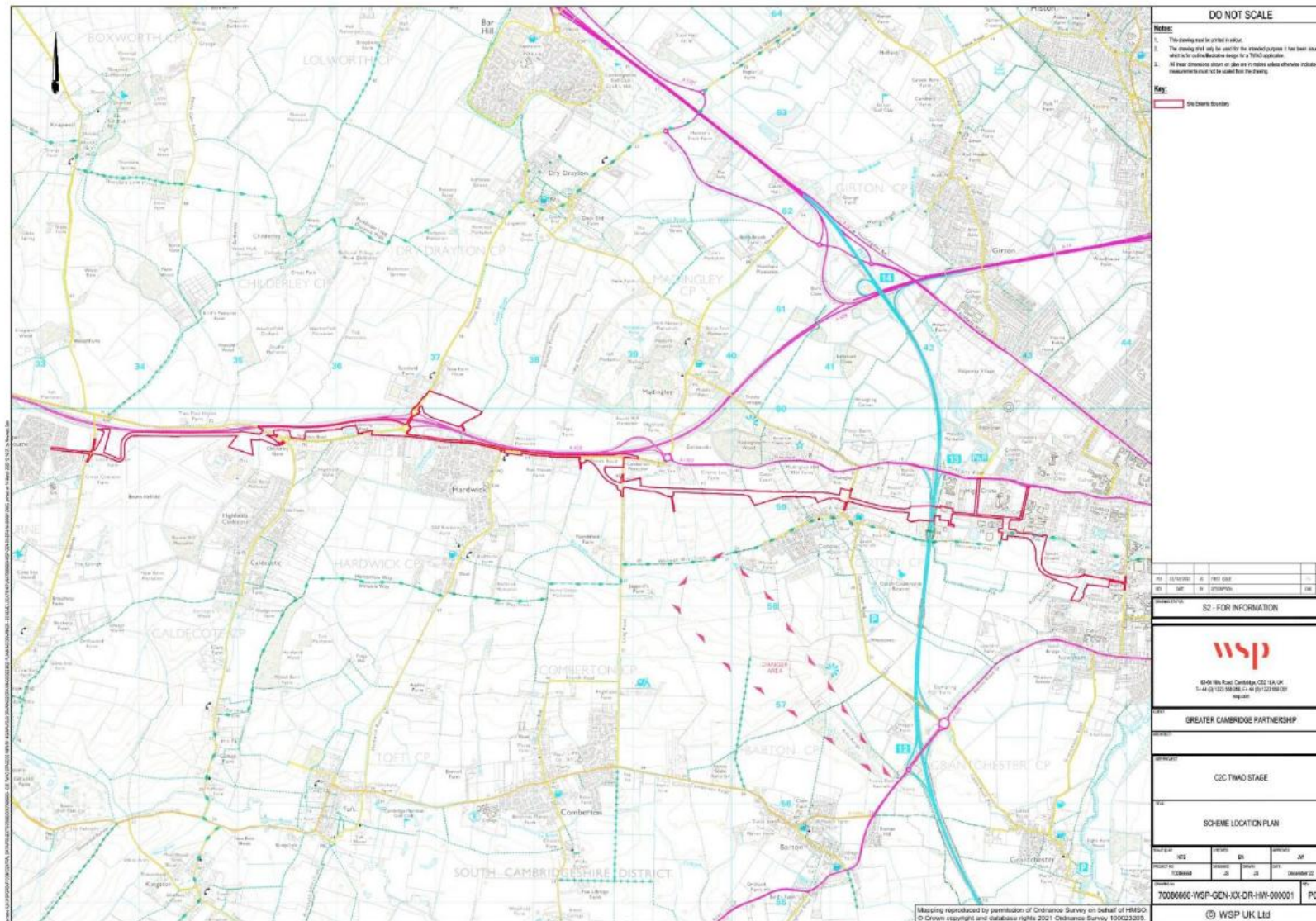
2.1 The Cambourne to Cambridge Transport Scheme

- 2.1.1 The GCP has been developing a number of Guided Busway projects, building upon the success of the existing Cambridge to St Ives scheme. The schemes have been developed in accordance with Department for Transport requirements.
- 2.1.2 The C2C Scheme is a priority project for the GCP and is one of four travel corridors being developed as part of the delivery of the City Deal which was signed in 2014 with the intention to “see a step change in transport infrastructure, create jobs and boost the local economy”. The C2C Scheme aims to provide better public transport, walking and cycling options in the area west of Cambridge in order to improve journey times and to address a transport constraint on growth by linking key employment and housing sites together, and with the city centre. A map of the preferred scheme is provided below with detailed maps appended.

Map of preferred route



Map of land requirements



2.2 The C2C Scheme is a proposed new public transport route linking Cambourne and Cambridge the details of which are set out at paragraph 1.3 above.
Guidance Systems

2.2.1 Innovations in guidance systems have recently been permitted by the Transport and Works (Guided Transport Modes) Order 2022 which came into force on 26 December 2022. This Order provides for modes of transport that are guided by sensory technology in contrast to the existing modes of transport that are physically guided.

2.2.2 A number of technological guidance systems were therefore considered for C2C Scheme, moving away from the traditional, physical guidance system. The assessment covered six guidance technology options, namely:

- a. kerb;
- b. optical;
- c. trolley;
- d. soft/rail;
- e. magnetic; and
- f. wire/cable.

2.2.3 The assessment concluded that both kerb guidance and optical guidance achieve most or all of the requirements for the C2C Scheme. Despite the physical differences in infrastructure required for each system, the overall footprint of the C2C Scheme will remain similar for each option.

2.2.4 The preference for the C2C Scheme is the optical guidance system using electric or hybrid vehicles although the C2C Order will not restrict the mode of guidance meaning that any permitted mode could be used for the purposes of the Order.

2.3 Optical Guidance Design

2.3.1 Optical guidance systems use onboard technology to steer the vehicle along using electromagnetic information conveyed from the busway. The driver controls only the acceleration and braking of the vehicle and can intervene in case of an emergency. The electromagnetic information is in the form of optical waves from markings on the road surfacing, used as a line of reference. When an onboard device scans the road markings a computer combines the signal obtained with the dynamic parameters of the vehicle to produce commands (e.g. vehicle speed, yaw rate, steering wheel angle). The commands are transmitted to a guidance motor on the steering column correcting any deviation from the line of reference.

2.3.2 The benefits of optical guidance technology include:

- precise positioning at boarding platforms, helping those with limited mobility;
- smooth transition between continuous guidance and no guidance modes;
- limited fixed infrastructure required;
- vehicles can follow a fixed path around corners; and
- technology can be retrofitted to any vehicle.

2.4 Kerb Guided Design

- 2.4.1 Kerb guided systems require the construction of kerbs to accommodate the guidance mechanism installed on the vehicles. The guidance mechanism uses small horizontal guide wheel fixed to the steering track of the vehicles to keep contact with the kerbs, guiding the vehicle along the route. Similarly, to the optical guidance design, the driver only controls the acceleration and braking.

2.5 Development Sites

- 2.5.1 As noted above, details in relation to the strategic need for investment in the C2C Scheme can be found in the OBC at Appendix 1. The OBC highlights the C2C Scheme objectives which include to support the delivery of new housing and job creation along the A428/A1303 corridor. The key development sites (**Development Sites**) are:

- Cambourne West: 2,350 dwellings.
- Bourn Airfield: 3,500 dwellings.
- West Cambridge: 10,000 jobs.

- 2.5.2 The developers of these sites are required to contribute to the C2C scheme under Section 106 agreements which are either in place or under negotiation. The Bourn Airfield site cannot proceed beyond 500 houses until C2C or an equivalent scheme is in place. Build-out of Cambourne West is restricted until the developer provides a link from Cambourne to Broadway which will eventually form a part of C2C, and the proposed Masterplan for West Cambridge shows the proposed alignment for the scheme through the campus.

- 2.5.3 Planning permissions have either been granted or in the process of being granted for the Development Sites with associated s 106 agreements to in part fund and in part to deliver the C2C Scheme details of which can be found in the OBC. A number of development agreements are being negotiated with the respective land owners and CCC authority to make an application for the C2C Order is presumptive upon satisfactory completion of the development

agreements and on the basis of the OBC financial case not being detrimentally affected.

2.6 Governance

- 2.6.1 The C2C Scheme has been through the GCP's internal governance processes, undertaking formal public consultations in 2015, 2017/8, 2019 and 2021, and in September 2022 was scrutinised by the GCP Joint Assembly and the Executive Board agreed that it should progress to the submission of a TWAO.

2.7 Promotion of a TWAO

- 2.7.1 As noted above, a series of approvals and delegations by Full Council followed the formation of the Greater Cambridge City Deal, including agreement to delegate certain functions to the Executive Board of GCP as the decision-making body for the Greater Cambridge City Deal, these included:

- *delegated responsibility to promote TWAOs for City Deal schemes;*

- 2.7.2 The GCP has now completed the necessary business case work for the C2C Scheme, which will continue to be developed and reviewed through to Full Business Case, and taken the decision to progress with a TWAO application, in accordance with the delegation provided by Full Council.

2.8 Transport and Works Act Order

- 2.8.1 A TWAO is a planning and consents process used for authorising new railways, tramways and busways. An application is made to the Secretary of State for Transport who ultimately makes the decision. If a local authority or a person who has interest in land which is subject to powers of compulsory acquisition objects, an inquiry or hearing shall be held. A public local inquiry is usually held. As part of the Order process it is the intention to request that the Secretary of State to deem the grant of planning permission by way of direction under section 90(2A) of the Town and Country Planning Act 1990. The deemed planning permission will contain planning conditions which will control the construction and monitoring of the C2C Scheme.

2.9 CCC as Scheme Promoter for the C2C Order

- 2.9.1 GCP Executive Board is a statutory joint committee formed by CCC, SCDC and the City Council. As such it is a decision making body formed under 102(1) (b) of the Local Government Act 1972 and section 9EB of the Local Government Act 2000. A joint committee is not a self-standing legal entity but is able to carry out delegated activities on behalf of its constituent authorities.

- 2.9.2 The Terms of Reference (**ToR**) of the GCP Executive Board specifically provides for delivery of the City Deal and its objectives

including the C2C Scheme. Paragraph 4.3 provides for a wide range of functions of the three authorities to be delegated to the GCP to "achieve the objectives of the Greater Cambridge City Deal".

2.9.3 Regarding the delegated functions to the GCP, the Transport and Works Act 1992 states that the applicant must be a body as detailed under the Local Government Act. This is not a function that CCC can delegate to GCP either through the constitution or the Joint Development Control Committee because GCP is not a legal person. It cannot hold or transfer property interests. It cannot give legally binding undertakings and assurances, enter in to binding contracts or indemnities that will be required of a TWAO promoter, even more so given its time limited existence. Whilst the Joint Committee is a decision making body, it is not a self-standing legal entity. In order to carry out the clear intentions of the three authorities any delegation of functions would also need to be accompanied by a means by which the GCP members are able to form a corporate body capable of acting as a vehicle for the promotion of a TWAO.

2.9.4 Following discussions with Officers, a Memorandum of Understanding (MoU) (**Appendix 3**) has been agreed between GCP and CCC, and CCC is required to:

- (i) Promote a TWAO necessary to implement a Project (including the C2C Scheme), including:
 - Obtain the required CCC Council Resolutions.
 - Submit an application for a TWAO.
- (ii) Under the direction of the Project Board, be responsible for using its powers to compulsorily acquire land required for the Project including dealing with all compensation claims to be funded by GCP.
- (iii) On completion of the Project, adopt and maintain all assets required for the completion of the Project.
- (iv) Use all reasonable endeavours to exercise its highways, traffic management and other statutory powers to facilitate the timely delivery of the Project without fettering its discretion and will promptly exercise its planning functions in response to the application for a TWAO.

It should be noted that in order for roles and administrative arrangements within and between CCC, SCDC and the City Council to be clearly set out (and in order not to fetter discretion) a Separation of Functions protocol has been prepared which will be appended to the Explanatory Memorandum (see below section 6) identifying the different capacities of those officers within each authority dealing with the C2C Scheme. It also deals with the

requirements on Members to consider the function within which they are operating.

2.9.5 CCC has sought necessary legal assurances regarding the status of the MoU and any consequent risks. In summary -

- (i) The MoU is not legally binding (as GCP is not a legal entity with capacity to enter into a contract); however, the MoU has moral force and the parties are expressing principles to support their joint working.
- (ii) A principal value of the MoU may be to record expected practice to provide assurance with regard to the Project and funding in order to mitigate the risk of CCC taking on liabilities which may impact its budget.
- (iii) The MoU may benefit from explicitly recognising that CCC is taking on the legal obligations throughout and after the Project, and that the GCP is providing CCC with sufficient funding to cover all such legal obligations and potential liabilities.
- (iv) A concern for CCC is that there is funding in place to cover current obligations, administration costs and expenses, and future maintenance obligations. It should be a low risk that CCC has to use its own funds for the Project. This is because GCP is subject to oversight by CCC on the use of funds, and CCC is putting in place an understanding with respect to the provision of funding ahead of CCC making any commitments on behalf of GCP.
- (v) In light of the fact that GCP is a time-limited, non-legal entity with responsibilities for allocating a budget, it would be prudent for funding to be allocated / paid in advance to address the known and estimated cost or expenses involved in the Project.

2.9.6 CCC is satisfied that the current MOU will mitigate the risk of unrecovered overhead costs.

2.9.7 CCC and GCP will agree a pre-payment mechanism by which long term maintenance costs are wholly funded either as they are for the existing busway, or through a bus franchising mechanism if that is adopted for the area.

2.10 Programme

2.10.1 The programme for delivery will be subject to the timescales and outcome of the statutory process associated with the TWAO.

2.10.2 Save for technical amendments to the application documents and agreements to be completed with the landowners of the Development Sites together with delegations sought and assurances made by GCP, the C2C Order application is in a state of readiness for CCC to

consider its approval by members. Assuming that objections to the C2C Order are received it is likely that a local public inquiry will be held in winter 2023/ spring 2024 (timing subject to the statutory process) and, subject to a satisfactory outcome, the C2C Order would be expected to come into force in winter 2024 (depending on DfT timescales and resources). This would enable submission of a Final Business Case shortly thereafter.

2.10.3 An indicative programme is set out below at Table 1.

Table 1; Indicative Programme

Task	Commentary	Timescale
Submit application for statutory consent	The power to construct the scheme will come from a TWAO which would be determined by the Secretary of State for Transport. This process is likely to include a Public Inquiry directed by an independent Inspector. The Inquiry may recommend amendments to the scheme in order to address concerns raised.	Submit application Summer 2023 with a determination period estimated of around 18 months – completed in late 2024
Seek authority to construct project	Following the completion of the statutory permissions stage, the GCP Executive Board will be presented with the Final Business Case for approval. This will trigger the construction of the project.	2024 depending on statutory powers process
Opening of the scheme to operational services	Planned opening	Planned for end 2026

2.10.4 C2C Order, Explanatory Memorandum and Deemed Planning Application

2.10.5 The draft C2C Order at **Appendix 4** sets out the powers that CCC is seeking including a schedule of proposed works, interference with property interests, public rights of way changes, traffic regulations as well as charges, penalties and criminal sanctions to control the operation of the C2C Scheme.

- 2.10.6 A draft Explanatory Memorandum is also attached at Appendix 4 which explains the background and reasoning for each article in the draft C2C Order as well as the Separation of Function protocol referred to above and a Statement of Reasons for the acquisition of property interests (see below Compulsory Acquisition of Land at section 1.11). Also included at Appendix 4 is a draft Statement of Aims which is a document required by the Rules and explains the aims of the C2C Scheme in non-technical terms.
- 2.10.7 The draft C2C Order must be read alongside the draft Land and Works and Rights of Way Plans at **Appendix 5**
- 2.10.8 The application for the C2C Order will be accompanied by a request for a Planning Direction pursuant to S90(2A) of the Town and Country Planning Act 1990 and a draft is appended at Appendix 6 . A draft Planning Report also at **Appendix 6** describes the Proposed Development (**Proposed Development**) for which the Request for Deemed Planning Permission is sought for the required change of use of land, along with the physical development and other works which make up the Proposed Development. Certain details, such as the full details of scale and external appearance of the certain structures and hard/soft landscaping works are 'reserved' for subsequent approval by the relevant local authorities, through draft planning conditions that accompany the Request for Deemed Planning Permission.
- 2.10.9 The Request for Deemed Planning Permission should be read alongside the Deemed Planning Drawings at **Appendix 7** which illustrate both the existing arrangements (landform and structures) and the Proposed Development. .
- 2.11 Compulsory Acquisition of Land
- 2.11.1 In a TWA application for the C2C Scheme, compulsory acquisition of land and rights and temporary possession powers in respect of certain land interests is required for delivery of the C2C Scheme. As referred to above at paragraph 1.5.2 the Executive Board has delegated authority to promote the C2C Order (with further delegation sought in this report to finalise and submit the application) and requirements outlined in the Rules and other legislation and guidance regarding compulsory acquisition are being strictly adhered to. .
- 2.11.2 The Executive Board is also able to confirm to CCC as the applicant that it has entered into negotiations to acquire other parties' interests voluntarily and is progressing those discussions. These negotiations are ongoing but it is considered necessary to acquire the land interests by compulsory acquisition to enable the C2C Scheme to be delivered.

- 2.11.3 The Executive Board has, during the preparation of the C2C Order application, been in discussion with a number of statutory undertakers about the diversion of existing utilities along the Scheme length.

2.12 The Case for Compulsory Acquisition

- 2.12.1 The reasons for the inclusion of compulsory acquisition powers within the draft C2C Order are set out in the Statement of Reasons appended to the Explanatory Memorandum as part of the application and explains it is necessary to include compulsory acquisition powers within the C2C Order so that CCC can acquire the land interests required for the construction and operation (including maintenance) of the C2C Scheme that is not already in its possession. The Statement of Reasons also explains why powers are necessary to enable CCC to use land temporarily and to compulsorily acquire, suspend, interfere with or extinguish rights over land. This is in order to construct and maintain the C2C Scheme in a way that is both proportionate and in the public interest by reducing environmental impacts, minimising the cost to CCC and mitigating the impact on affected land interests. This compelling case is evidenced further in the wider documentation that accompanies the application.
- 2.12.2 The powers of compulsory acquisition and temporary possession sought in the application are necessary, proportionate and justified. The powers sought are in accordance with all relevant statutory and policy guidance. The GCP team has appointed an external CPO surveyor expert and extensive negotiations have taken place with landowners affected by the C2C Scheme. These will continue throughout the TWAO process in the hope that acquisition of the required land and rights can be secured by agreement.
- 2.12.3 There is a compelling case in the public interest for the compulsory acquisition and temporary possession powers sought. The conclusion of this report is that the grant of the compulsory powers requested would be lawful under all applicable legal regimes.

2.13 Fair Compensation

- 2.13.1 Any person affected by the exercise of compulsory acquisition powers or by the exercise of temporary possession, may be entitled to compensation. This entitlement to compensation is provided for by the existing compensation code and the draft C2C Order. There are sufficient resources to pay such compensation as provided for in the MoU and the Executive Board has demonstrated in the draft Funding Statement Proposals at **Appendix 9** (which outlines the source of funding for delivery of the C2C Project), that these resources are available. Appended to the draft Funding Statement is a draft Estimate of Costs as required by the Rules.

- 2.13.1 Any dispute in respect of the compensation payable may be referred to the Upper Tribunal (Lands Chamber), an independent tribunal, for determination.

2.14 Environmental Assessment

- 2.14.1 Prior to CCC adopting a recommendation to make an application for the C2C Order it must be fully appraised of the significant environmental effects of the C2C Scheme, the consultation undertaken to determine and appraise those effects, the essential mitigation required to address those effects and the residual significant effects of the C2C Scheme.
- 2.14.2 Whilst the OBC provides the strategic approach to the determination of the preferred route including alternative routes considered, the Environmental Statement (**ES**) undertaken in accordance with the Rules at **Appendix 10** documents that a full environmental impact assessment has been undertaken on the C2C Scheme and will be submitted as part of the C2C Order application.
- 2.14.3 The draft ES provides further details of the reasonable alternatives studied by GCP and indication of the main reasons for selecting the chosen option, including a comparison of environmental effects. The ES assesses likely significant environmental effects and where such impacts have been identified, proposed mitigation measures and residual effects are set out. The ES is also an essential component in the determination of the land take for the scheme, including areas for mitigation. Further details on significant implications on the environment and climate change are provided below
- 2.14.4 On the basis of the draft ES appended to this report the below table provides a summary of predicted likely significant effects once mitigation has been implemented:

Environmental consideration	Construction	Operation
Socio-economics / population / health	None	Bridleway 39/30 will be permanently diverted by 300m
Transport	None	Significant benefits
Noise and Vibration	Potential for 279 and 95 receptors to be effected by noise and vibration, respectively. This would be for short durations, although once the	None anticipated

Environmental consideration	Construction	Operation
	construction programme has been confirmed these effects are likely to be reduced. Currently using a precautionary estimate	
Air Quality	None	None
Landscape and Visual	<p>Potential for significant visual effects for 70 receptors at homes and footpaths to be effected for short durations.</p> <p>Potential for significant landscape effects around Coton and Hardwick.</p>	<p>During the first year of operation, visually, a small number of receptors will be effected. Landscape impacts are also anticipated east of Hardwick.</p> <p>However, as screening (i.e. landscape planting) matures, the effects will be lessened to non-significant by year 15.</p>
Water	None	None
Ecology	None, although some operational effects may begin during the construction phase	Loss of Habitat of Principal Importance (HPI) woodland and traditional orchard, however the effects expected to be lessened to non-significant between year 15 and 30, on basis of compensation habitat offsite. Loss of HPI hedgerow, however the effects will be lessened to

Environmental consideration	Construction	Operation
		non-significant in year 5. Local impact on terrestrial invertebrates due to loss of 2.2ha of habitat mosaic in Coton Orchard
Heritage	None	None
Archaeology	None	Potential for several significant effects depending on specific disturbance to potential remains. Trial trenching is still ongoing
Agricultural land	None	60ha of best and most versatile land will be permanently lost
Contamination of land	None	None
Greenhouse gases	Carbon released from the infrastructure lifecycle (materials, transport, construction, maintenance and end of life)	
Materials and waste	None	None

2.14.5 As part of the environmental impact assessment process it is important to determine areas of open space, including open space as defined by the Acquisition of Land Act 1981 as "any land laid out as a public garden, or used for the purposes of public recreation, or land being a disused burial ground". Where compulsory acquisition of such open space is proposed, statute requires that an equivalent area of exchange land is provided which is a further component in the determination of land take for the scheme.

2.14.6 Replacement land and mitigation land need to be understood so that the C2C Order limits can be settled, thereby enabling affected land and interests in land to be identified, then allowing CCC as acquiring

authority to properly consider the compensation implications and human rights impacts for the proposed acquisition to be considered.

- 2.14.7 The land which is considered to be open space lies immediately to the east of the M11 as C2C crosses into University land. However, it has been agreed between the parties that the University land would be excluded from compulsory acquisition.
- 2.14.8 Where CCC is not to use its compulsory acquisition powers under the C2C Order to secure open space, there would be no need to follow statutory requirements for an open space assessment and replacement land to be identified in a request for a certificate from the Secretary of State under section 19 of the Acquisition of Land.
- 2.14.9 From GCP's investigations there is a small area of land referred to as DT Over land which is wholly dedicated as a bridleway which means that it may or may not be treated as open space although again, voluntary acquisition is being sought.
- 2.14.10 Additionally, there is Crown land held by the Department for Transport, between the DT Over land and the University's land although it is likely that this land will be taken into National Highways ownership. Until it is, the land is Crown land and therefore cannot be subject to compulsory acquisition at least in relation to Crown interests.
- 2.14.11 The conclusion of the above is that at this stage it is not possible to determine whether the Acquisition of Land Act requirements will apply and the extent of land to be required as replacement land under the legislation if it does. However, an open space assessment is being compiled as required by the legislation to determine the extent of, and possible locations for replacement land all within the C2C Scheme red line boundary. For the above reasons the draft Open Space Assessment (**Appendix 11**) is not yet at a stage to be appended to this report.
- 2.14.12 However, all open space, whether open space as determined under the Acquisition of Land Act or as a local plan policy requirement, and required for the C2C Scheme, will be replaced by sufficient open space fully available for use by the public. Draft condition 9 of the draft Request for Deemed Planning at Appendix 5 ensures that this requirement is to be discharged prior to development commencing at the location of any open space.

2.15 Consultation

2.15.1 As referred to in paragraph 3.4 the C2C Scheme has been consulted on widely and a Consultation Report (**Appendix 12**) as required by the 2006 Rules has been prepared.

2.15.2 The report provides details on the consultation rounds, issues raised and feedback. In addition, the stakeholders engaged, the comments and concerns received and the actions taken to respond to those comments. It also includes a summary of engagement with those parties with property interests (including utilities) or whose property is impacted by the C2C Scheme. This summary provides details of the agreements that have been secured with interested parties and the ongoing action to be taken to settle voluntary agreements prior to the C2C Order being made.

2.16 Compliance with Statutory requirements and policy guidance for making a Transport and Works Order Application.

2.16.1 The consultation report has been prepared in accordance with the requirements of the Rules and the compulsory acquisition guidance.

2.16.2 GCP carried out comprehensive consultation on the proposed Scheme. The consultation process included four formal rounds of consultation from 2015 to 2022 with both key stakeholders and the local community. The purpose of these consultations was to ensure statutory bodies, landowners, members of the public and other stakeholders understood the Scheme and the potential environmental effects. It provided them with a series of opportunities to comment on the proposals at key stages of development and for the project team to ensure these responses were considered as part of Scheme design and construction planning.

2.16.3 Each round of consultation was well publicised to ensure a wide range of individuals and organisations had the opportunity to comment. It was also iterative; issues raised informed the Scheme development and were thereby carefully considered as part of each subsequent round of consultation. Engagement with stakeholders and the wider community has been undertaken, is ongoing and will continue post-submission and up to public inquiry. A full report on each of these consultation exercises, along with details of other consultation activity is included in the consultation report.

2.16.4 The consultation report should be read alongside the other TWAO application documents that relate to the application to be submitted including compulsory acquisition powers sought by CCC. References to these documents are provided below.

2.17 Source documents

2.17.1 The following documents have been relied upon in preparation of this report and/or will form a part of the eventual submission to DfT and, as such are available for review.

- Outline Business Case (Appendix 1)
- Preferred Route Map (Appendix 2)
- Memorandum of Understanding (Appendix 3)
- Draft C2C Order and Explanatory Memorandum (Appendix 4)
- Draft Land and Works and Rights of Way Plans (Appendix 5)
- Draft Planning Report and Request for deemed planning permission (Appendix 6)
- Deemed Planning Drawings (Appendix 7)
- Book of Reference of land to be acquired (Appendix 8) Not yet completed
- Draft Funding Statement (Appendix 9)
- Draft Environmental Statement and Non-Technical Summary (Appendix 10)
- Draft Open Space Assessment and application for a certificate under s 19 Acquisition of Land Act 1981 (Appendix 11) Not yet completed.
- Draft Consultation Report (Appendix 12)
- Draft Equality Impact Assessment (Appendix 13)

Please note: Appendixes 4, 5, 6, 7, 9, 10, 12 and 13 are all in draft and subject to changes as may be required by GCP and officers of the Council under delegated authority sought in this report.

2.17.2 Location

Given the number of documents, many of which have constituent appendices all documents can be found through the following web address which collates the documents in a series of folders:

<https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambourne-to-cambridge/c2c-twao>

COMMITTEE MEMBERSHIP 2022/23

POLICY AND SERVICE COMMITTEES

The Council will allocate seats in the same manner to ensure that the number of substitute members is equal to the number of members on a committee/sub-committee with a minimum of three substitute members per political group.

STRATEGY AND RESOURCES (15)

	Members			Substitutes	
CLLR	C BODEN	C	CLLR	D AMBROSE-SMITH	C
CLLR	S CORNEY	C	CLLR	S BYWATER	C
CLLR	S COUNT	C	CLLR	A COSTELLO	C
CLLR	S CRISWELL	C	CLLR	J FRENCH	C
CLLR	M GOLDSACK	C	CLLR	R FULLER	C
CLLR	J KING	C	CLLR	M MCGUIRE	C
CLLR	A SHARP	C	CLLR	M SMITH	C
CLLR	L DUPRE	LD	CLLR	M ATKINS	LD
CLLR	N GOUGH	LD	CLLR	A BECKETT	LD
CLLR	E MURPHY	LD	CLLR	M KING	LD
CLLR	L NETHSINGHA	LD	CLLR	P MCDONALD	LD
CLLR	G WILSON	LD	CLLR	P SLATTER	LD
CLLR	R HOWITT	L	CLLR	N GAY	L
CLLR	E MESCHINI	L	CLLR	C RAE	L
CLLR	T SANDERSON	Ind	CLLR	N SHAILER	L
			CLLR	S FERGUSON	Ind
			CLLR	S TAYLOR	Ind

ADULTS AND HEALTH (15)

	Members			Substitutes	
CLLR	C BODEN	C	CLLR	S COUNT	C
CLLR	S CORNEY	C	CLLR	J FRENCH	C
CLLR	A COSTELLO	C	CLLR	M GOLDSACK	C
CLLR	A HAY	C	CLLR	J GOWING	C
CLLR	M HOWELL	C	CLLR	S HOY	C
CLLR	M MCGUIRE	C	CLLR	A SHARP	C
CLLR	K REYNOLDS	C	CLLR	M SMITH	C
CLLR	C DAUNTON	LD	CLLR	A BECKETT	LD
CLLR	G SEEFF	LD	CLLR	L DUPRÉ	LD
CLLR	P SLATTER	LD	CLLR	R HATHORN	LD
CLLR	S VAN DE VEN	LD	CLLR	L NETHSINGHA	LD
CLLR	G WILSON	LD	CLLR	A WHELAN	LD
CLLR	G BIRD	L	CLLR	B GOODLIFFE	L
CLLR	N GAY	L	CLLR	E MESCHINI	L
CLLR	R HOWITT	L	CLLR	N SHAILER	L

CHILDREN AND YOUNG PEOPLE (15)

	Members			Substitutes	
CLLR	D AMBROSE SMITH	C	CLLR	C BODEN	C
CLLR	A HAY	C	CLLR	S BYWATER	C
CLLR	S HOY	C	CLLR	S COUNT	C
CLLR	J KING	C	CLLR	R FULLER	C
CLLR	M MCGUIRE	C	CLLR	K REYNOLDS	C
CLLR	K PRENTICE	C	CLLR	J GOWING	C
CLLR	A SHARP	C	CLLR	D SCHUMANN	C
CLLR	A BRADNAM	LD	CLLR	M ATKINS	LD
CLLR	C DAUNTON	LD	CLLR	P COUTTS	LD
CLLR	M KING	LD	CLLR	S KINDERSLEY	LD
CLLR	P SLATTER	LD	CLLR	L NETHSINGHA	LD
CLLR	F THOMPSON	LD	CLLR	S VAN DE VEN	LD
CLLR	A BULAT	L	CLLR	G BIRD	L
CLLR	B GOODLIFFE	L	CLLR	H COX CONDRON	L
CLLR	S TAYLOR	Ind	CLLR	E MESCHINI	L
			CLLR	S FERGUSON	Ind
			CLLR	T SANDERSON	Ind

COMMUNITIES, SOCIAL MOBILITY AND INCLUSION (15)

	Members			Substitutes	
CLLR	D AMBROSE SMITH	C	CLLR	I GARDENER	C
CLLR	K BILLINGTON	C	CLLR	M GOLDSACK	C
CLLR	A COSTELLO	C	CLLR	J GOWING	C
CLLR	S CRISWELL	C	CLLR	J KING	C
CLLR	J FRENCH	C	CLLR	S KING	C
CLLR	K PRENTICE	C	CLLR	J SCHUMANN	C
CLLR	D SCHUMANN	C	CLLR	M SMITH	C
CLLR	H BATCHELOR	LD	CLLR	P COUTTS	LD
CLLR	D DEW	LD	CLLR	L DUPRE	LD
CLLR	C DAUNTON	LD	CLLR	L NETHSINGHA	LD
CLLR	R HATHORN	LD	CLLR	F THOMPSON	LD
CLLR	P SLATTER	LD	CLLR	S VAN DE VEN	LD
CLLR	H COX CONDRON	L	CLLR	A BULAT	L
CLLR	B GOODLIFFE	L	CLLR	C RAE	L
CLLR	T SANDERSON	Ind	CLLR	N SHAILER	L
			CLLR	S FERGUSON	Ind
			CLLR	S TAYLOR	Ind

ENVIRONMENT AND GREEN INVESTMENT

	Members			Substitutes	
CLLR	S CORNEY	C	CLLR	D AMBROSE-SMITH	C
CLLR	I GARDENER	C	CLLR	S COUNT	C
CLLR	J GOWING	C	CLLR	M GOLDSACK	C
CLLR	J KING	C	CLLR	A HAY	C
CLLR	K PRENTICE	C	CLLR	K REYNOLDS	C
CLLR	M SMITH	C	CLLR	J SCHUMANN	C
CLLR	S TIERNEY	C	CLLR	A SHARP	C
CLLR	A BRADNAM	LD	CLLR	M ATKINS	LD
CLLR	P COUTTS	LD	CLLR	P MCDONALD	LD
CLLR	L DUPRE	LD	CLLR	P SLATTER	LD
CLLR	R HATHORN	LD	CLLR	F THOMPSON	LD
CLLR	B MILNES	LD	CLLR	G WILSON	LD
CLLR	N GAY	L	CLLR	H COX CONDRON	L
CLLR	C RAE	L	CLLR	R HOWITT	L
CLLR	S FERGUSON	Ind	CLLR	N SHAILER	L
			CLLR	T SANDERSON	Ind
			CLLR	S TAYLOR	Ind

HIGHWAYS AND TRANSPORT (15)

	Members			Substitutes	
CLLR	J FRENCH	C	CLLR	D CONNOR	C
CLLR	R FULLER	C	CLLR	S CORNEY	C
CLLR	I GARDENER	C	CLLR	M GOLDSACK	C
CLLR	A HAY	C	CLLR	M HOWELL	C
CLLR	S KING	C	CLLR	J KING	C
CLLR	M MCGUIRE	C	CLLR	M SMITH	C
CLLR	A SHARP	C	CLLR	S TIERNEY	C
CLLR	A BECKETT	LD	CLLR	H BATCHELOR	LD
CLLR	P COUTTS	LD	CLLR	N GOUGH	LD
CLLR	D DEW	LD	CLLR	L NETHSINGHA	LD
CLLR	L DUPRÉ	LD	CLLR	A WHELAN	LD
CLLR	P MCDONALD	LD	CLLR	G WILSON	LD
CLLR	B MILNES	LD	CLLR	VACANCY	LD
CLLR	G BIRD	L	CLLR	B GOODLIFFE	L
CLLR	N SHAILER	L	CLLR	R HOWITT	L
			CLLR	E MESCHINI	L

REGULATORY

PLANNING COMMITTEE (9)

	Members		Substitutes	
CLLR	D CONNOR	C	J FRENCH	C
CLLR	S CORNEY	C	M GOLDSACK	C
CLLR	I GARDENER	C	J GOWING	C
CLLR	M SMITH	C	K PRENTICE	C
CLLR	H BATCHELOR	LD	D DEW	LD
CLLR	A BRADNAM	LD	S KINDERSLEY	LD
CLLR	N GOUGH	LD	P MCDONALD	LD
CLLR	C RAE	L	N GAY	L
CLLR	T SANDERSON	Ind	R HOWITT	L
			VACANCY	L
			VACANCY	Ind
			S TAYLOR	Ind

OTHER COMMITTEES

AUDIT AND ACCOUNTS COMMITTEE (7)

	Members		Substitutes	
CLLR	C BODEN	C	J FRENCH	C
CLLR	M MCGUIRE	C	R FULLER	C
CLLR	A SHARP	C	S HOY	C
CLLR	G SEEFF	LD	H BATCHELOR	LD
CLLR	A WHELAN	LD	N GOUGH	LD
CLLR	G WILSON	LD	E MURPHY	LD
CLLR	N GAY	L	R HOWITT	L
			C RAE	L
			N SHAILER	L

CONSTITUTION AND ETHICS COMMITTEE (9)

	Members		Substitutes	
CLLR	D AMBROSE SMITH	C	C BODEN	C
CLLR	M MCGUIRE	C	S BYWATER	C
CLLR	K REYNOLDS	C	M SMITH	C
CLLR	VACANCY	LD	VACANCY	LD
CLLR	L DUPRÉ	LD	P COUTTS	LD
CLLR	N GOUGH	LD	L NETHSINGHA	LD
CLLR	S KINDERSLEY	LD	P SLATTER	LD
CLLR	A BULAT	L	G BIRD	L
CLLR	T SANDERSON	Ind	B GOODLIFFE	L
			E MESCHINI	L
			S FERGUSON	Ind
			S TAYLOR	Ind

CAMBRIDGESHIRE & PETERBOROUGH HEALTH AND WELLBEING BOARD (2)

	Members		Substitutes	
CLLR	S VAN DE VEN (Lead Member for health and wellbeing)	LD	L NETHSINGHA	LD
CLLR	R HOWITT	L	B GOODLIFFE	L

CORPORATE PARENTING SUB-COMMITTEE (5)

	Members		Substitutes	
CLLR	A HAY	C	D AMBROSE SMITH	C
CLLR	M MCGUIRE	C	S HOY	C
CLLR	A BRADNAM	LD	J KING	C
CLLR	L NETHSINGHA	LD	M KING	LD
CLLR	A BULAT	L	P SLATTER	LD
			S VAN DE VEN	LD
			G BIRD	L
			H COX CONDRON	L
			B GOODLIFFE	L

[Note Any five members (including substitutes) of the Children and Young People Committee, subject to political proportionality. The Chair and Vice-Chair of the Sub-Committee shall be selected and appointed by the Children and Young People Committee.]

PENSION FUND COMMITTEE (6)

	Members		Substitutes	
CLLR	A COSTELLO	C	S CORNEY	C
CLLR	K PRENTICE	C	M GOLDSACK	C
CLLR	A SHARP	C	A HAY	C
CLLR	D DEW	LD	M ATKINS	LD
CLLR	A WHELAN	LD	H BATCHELOR	LD
CLLR	C RAE	L	N GOUGH	LD
			N GAY	L
			E MESCHINI	L
			N SHAILER	L

PENSION FUND COMMITTEE INVESTMENT SUB-COMMITTEE (4)

	Members		Substitutes	
CLLR	A COSTELLO	C	S CORNEY	C
CLLR	A SHARP	C	A HAY	C
CLLR	A WHELAN	LD	K PRENTICE	C
CLLR	C RAE	L	M ATKINS	LD
			D DEW	LD
			N GOUGH	LD
			N GAY	L
			E MESCHINI	L
			N SHAILER	L

[Note: All Investment Sub-Committee Members shall be drawn from the Pension Committee membership including substitutes. The Chair and Vice-Chair of the Investment Sub-Committee shall be the Chair and Vice-Chair of the Committee respectively]

PENSION FUND BOARD (2 Employer Representatives)

CLLR	S KING	C		
CLLR	P SEEFF	LD		

[Note: Members of the Board cannot be members of the Pension Fund Committee]

STAFFING & APPEALS COMMITTEE (9)

	Members		Substitutes	
CLLR	K BILLINGTON	C	D AMBROSE SMITH	C
CLLR	K REYNOLDS	C	S COUNT	C
CLLR	S TIERNEY	C	M MCGUIRE	C
CLLR	H BATCHELOR	LD	P COUTTS	LD
CLLR	D DEW	LD	L DUPRE	LD
CLLR	E MURPHY	LD	S VAN DE VEN	LD
CLLR	L NETHSINGHA	LD	VACANCY	LD
CLLR	N SHAILER	L	N GAY	L
CLLR	T SANDERSON	Ind	E MESCHINI	L
			C RAE	L
			S FERGUSON	Ind
			S TAYLOR	Ind

SERVICE APPEALS SUB-COMMITTEE (3)**APPOINTED FROM STAFFING & APPEALS COMMITTEE AS AND WHEN NEEDED**

One Conservative, one Liberal Democrat and one Labour



Cambridgeshire & Peterborough Combined Authority
Reports from Constituent Council Representatives on the Combined
Authority

Combined Authority Board
8 February 2023
Councillor Lucy Nethsingha

The above meetings have taken place from 1 February 2023 to 13 March 2023.

Combined Authority Board – 8 February 2023

The Combined Authority Board met on 8 February 2023; the decision summary is attached as Appendix 1.

The agendas and minutes of the meetings are on the Combined Authority's website
– Link in the appendices.

Combined Authority Board Decision Summary

Meeting: 8 February 2023
Agenda/Minutes: [Combined Authority Board](#)
Chair: Statutory Deputy Mayor Anna Smith

Summary of decisions taken at this meeting.

Part 1 - Governance Items

1.1 Announcements, Apologies for Absence and Declarations of Interest

Apologies for absence were received from Mayor Dr Nik Johnson, Councillor A Bailey, Councillor C Boden, Councillor S Conboy (substituted by Councillor T Sanderson), Councillor W Fitzgerald (substituted by Councillor O Sainsbury), Councillor E Murphy (substituted by Councillor M Jamil), J O'Brien, A Plant and D Preston.

There were no declarations of interest.

1.2 Public Questions

No public questions were received.

Part 2 – Combined Authority Decisions

2.1 Appointment of Executive Director Economy and Growth and Executive Director of Resource and Performance (S73 Officer)

It was resolved to:

- a) Note the contents of this report.
- b) Receive and agree the recommendation made by the members of the Employment Committee at the meeting on 8 February 2023 that the preferred candidate be appointed to the position of Executive Director Resources and Performance (s73 Officer).
- c) Receive and note the appointment of the Executive Director Economy and Growth by the Employment Committee.
- d) Delegate to the Interim Chief Executive the function of agreeing with the successful candidates the terms and conditions of appointment, including associated start date and any other requirements and actions necessary to finalise arrangements.

CAMBRIDGESHIRE AND PETERBOROUGH FIRE AUTHORITY UPDATE

TO: Cambridgeshire County Council

FROM: Chair, Cambridgeshire and Peterborough Fire Authority

DATE: 21 March 2023

1. DEATH OF FIREFIGHTER BARRY MARTIN

- 1.1 It was with great sadness that on 27 January 2023 we learned that Scottish firefighter Barry Martin had died after spending a week critically ill in hospital with injuries sustained in a former department store building fire in Edinburgh. The Service shared its deepest condolences with Scottish colleagues and the Authority observed a minute's silence at its meeting last month; our thoughts remain with Barry's family and colleagues at this devastating time.

2. FIRE AUTHORITY BUDGET 2023/24 and RELATED FINANCIAL MATTERS

- 2.1 It seems that the budget and future finances have been the dominating subjects for many months. At its meeting on 10 February 2023 the Authority approved the Budget Book for 2023/24 including the following recommendations;
- an Authority budget requirement of £33,671,520,
 - an Authority precept of Authority Tax from District Authorities and Peterborough City Authority of £24,136,692,
 - an Authority Tax for each band of property, based on the number of Band D equivalent properties notified to the Fire Authority by the District Authorities and Peterborough City Authority (302,011) ranging from Band A at £53.28 to Band H at £159.84,
 - the Capital Programme as detailed in the Budget Book (page 25 - 27),
- 2.2 By way of background, both the Chief Fire Officer and myself have lobbied local MP's and other influential stakeholders on the key challenges facing the Service. Our efforts appear to have been rewarded as the final government financial statement, received in December 2022, confirmed that we will receive sufficient funds to offset this year's deficit and if the economic situation improves, we will be in a good place to deal with any inflationary pressures we face next financial year. This also means that the Authority will not now need to implement the Financial Business Continuity Plan and Officers can get back to focusing on improving the services they provide to our communities (please also see Paragraph 5 below for an excellent example).
- 2.3 That said, Members and Officers remain acutely aware of the need to progress our efficiency planning; if things can be done more efficiently for less, then we still need to drive through those changes. At least, for now, we remain in control and what we do is done by choice and not because the Authority is having its hands

forced by budget pressures. The Service will also have to keep an eye on future years as funding for 2024/25 and beyond is still uncertain with several factors still to play out that could significantly impact our budget.

2.4 Also at its February 2023 meeting, the Authority;

- approved the Treasury Management Strategy Statement for 2023/24,
- approved the Pay Policy Statement for 2023/24,
- agreed the appointment of an independent remuneration panel to review the scheme of allowances.

2.5 Full details of the Budget Book and the above mentioned documents can be found on the CFRS website.

3. CAMBRIDGESHIRE APPRENTICESHIP AWARDS 2023 (FEBRUARY 2023)

3.1 I am delighted to share that at the second Cambridgeshire Apprenticeship Awards that took place during National Apprenticeship Week to recognise, showcase and celebrate the commitment, hard work and achievements of individuals completing an apprenticeship and those supporting apprenticeship within the county, Firefighter Mikie (Michael) Burrell won both the Personal Achievement category and Apprentice of the Year!

3.2 The judges were impressed with his determination to succeed, commitment to his studies and being a mentor to other apprentice firefighters. Our warmest congratulations to Mikie on this well-deserved award.



4. FIRE AND RESCUE SERVICE CULTURE IN THE MEDIA

4.1 I'm sure many of you will have seen the recent reports in the media highlighting the review of London Fire Brigade (LFB) and the conclusions following the year-long cultural investigation and more recently the nationally reported appalling behaviour and harassment suffered by women firefighters in Dorset and Wiltshire.

- 4.2 The LFB [report](#) is a shocking and extremely difficult report to read for anyone in the sector and many I know struggle to comprehend that such extreme behaviour still exists in the modern day fire and rescue service. The review clearly shows that fire and rescue services are at different stages of their cultural journey. At CFRS a lot of emphasis has been put on values and 'one team' behaviours over the last couple of decades; they underpin everything the Service does as it strives to be a place where everyone feels welcome for who they are and can be themselves at work.
- 4.3 As Chair of the Authority, I know many people comment on how different it feels at CFRS and that is because our people are supportive, welcoming and care about their community and each other. The feedback we receive from colleagues suggests this is the case and this was also reflected in the feedback the HMICFRS received.
- 4.4 That said, Councillor Kindersley, as Chair of the Overview and Scrutiny Committee, has requested that Officers provide a gap analysis against the LFB report and an overall position statement on culture at CFRS. Whilst this is being prepared, on behalf of the Authority, I have made it clear that if anyone is being subjected to bullying or offensive behaviour or if they are witnessing negative behaviour towards others, they should come forward; if anyone does come forward they have my assurance that any matter will be investigated and that they will have my support every step of the way.

5. NEW FIRE APPLIANCES ROLLED OUT ACROSS CAMBRIDGESHIRE

- 5.1 The Service wants to ensure it provides its firefighters with the best possible equipment to be able to respond to emergency calls and protect their local community effectively. Despite the budgetary pressures faced this does mean that we need to continually invest in equipment.
- 5.2 I am extremely proud to report that the first two of seven new appliances have been rolled out to crews at St Neots and Dogsthorpe where they are already in use. Over the coming weeks, the remaining five will be delivered to crews at Cambridge, Ely, Huntingdon, Stanground and Wisbech.
- 5.3 The Service has taken the opportunity to change and update how it configures and provides equipment on its appliances with crews from St Neots and Dogsthorpe working alongside colleagues in fleet and equipment, procurement and the Operational Support Group amongst others, to ensure the result was the best possible product to meet our needs.
- 5.4 Each appliance is a Scania 280 carrying an increased capacity of 2,200 litres of water, a Godiva 30/10 e-pump and new 22 millimetre hose reels with adjustable flow branches allowing 125 and 230 litres per minute of water to be pumped. They will also utilise the latest equipment, including fitted auxiliary batteries to accommodate extra support for electrical operational equipment, plus new battery powered cutting equipment. The pump operator screens are now larger and fitted onto the rear doors of the vehicle. Other new features include a fitted cool box and water coolers, helping firefighters remain hydrated at incidents

whilst also reducing the amount of plastic the Service uses. Locker rails are fitted flush within the body of the vehicle, reducing its overall width to help navigate tight spaces.

- 5.5 Not only do these vehicles represent a significant investment in our operational equipment, they are also more environmentally friendly, demonstrating the Authority's commitment to reducing its impact on the environment. The new vehicles allow the use of bio-fuel, which the Service is looking to trial in Peterborough later in the year.

6. PROPERTY PORTFOLIO – UPDATE

- 6.1 **Huntingdon Fire Station and Training Centre** - Council may recall that over the past couple of years I have updated them on the progress of our project to build a state of the art fire station and training centre at St Johns, Percy Road, Huntingdon (just off the A141). During the months of November and December 2022, the project team successfully moved professional support staff and Training Centre from the current site on Hartford Road and Occupational Health (from St Ives) over to the new site. On 1 February 2023 crews began responding from the new facilities and the following day the Hartford Road site was closed for decommissioning in preparation for disposal.
- 6.2 In November 2022 firefighters, past and present, came together and celebrated the Hartford Road station, sharing memories and saying 'goodbye' to the building that has been home to continuous operations for more than 50 years. A few of those present were part of the Auxiliary Fire Service that moved into the station from Princes Street, so it was a real honour to welcome them back. Fire appliances were also on display, along with old firefighting equipment, photos and memorabilia.
- 6.3 The new facilities at St Johns provide a significant upgrade for operational staff as well as professional support staff and the site has attracted significant interest from other fire and rescue services at home and abroad. The momentous day of 1 February 2023 will be followed by an official opening event in the coming months.
- 6.4 **Papworth Everard to Cambourne** - Council may also recall that with the ongoing development at Cambourne and the move of Papworth hospital the risk profile in the area changed and the Service struggled to recruit and retain sufficient On-Call firefighters to sustain Papworth Everard. In May 2022 crews moved over to Cambourne and Papworth Everard was closed.
- 6.5 The site at Papworth Everard was sold via auction in December 2022 and the funds will be re-invested in fire stations across the county to ensure they remain fit for purpose for a modern fire and rescue service.

7. NEW FIRE REGULATIONS FOR PROPERTY OWNERS

- 7.1 Officers from the Service have been working with local property owners to help them understand new fire safety regulations; what they are required to do and

how to ensure they maintain their standards of fire safety. Fire Safety (England) Regulations 2022, introduced in January 2023, require those responsible for multi-occupied residential buildings to share more information about their premises in order to comply.

- 7.2 In essence, the responsible persons of high-rise residential buildings now need to provide specified information on their building, which can be done easily via the CFRS website. The information to be shared with the Service includes details of the construction of the external walls, floor and building plans and information on known faults with key firefighting equipment.
- 7.3 More information about the Fire Safety (England) Regulations 2022, including the new requirements, can be found on the CFRS website.

8. LGBTQIA+ HISTORY MONTH

- 8.1 The month of February was LGBTQIA+ History Month and provided a great opportunity for colleagues to learn and show their support to an under-represented group, recognising how far the Service has come and what more can be done to improve.
- 8.2 The issues relating to the World Cup being hosted in Qatar, the media coverage around pronouns and the recent controversy surrounding the Gender Recognition Bill only confirm we still have much to learn. The theme of this year's LGBTQ+ History Month was "Behind the Lens" which celebrated LGBTQ+ people's contribution to cinema and film from behind the lens. Throughout the month CFRS promoted various films and series that have strong LGBTQIA+ themes running throughout for example, the superb 'It's A Sin'. There was a plethora of other opportunities for learning and sharing and I was particularly delighted to hear that some of our employees from the LGBTQ+ community felt able to tell their own stories and share some of their life experiences. It is an important marker for us as an Authority that people feel we provide a safe space for them to bring their whole selves to our workplace (see also Paragraph 4 above.)
- 8.3 Officers are also in the process of developing a bespoke CFRS Pride helmet for use at the various community functions they attend; I look forward to seeing what is created!

BIBLIOGRAPHY

Source Documents	Location	Contact Officer
Fire Authority Minutes 2022/23 Various	Fire Service HQ Hinchingbrooke Cottage Huntingdon	Dawn Cave 01223 699178 dawn.cave@cambridgeshire.gov.uk