

ECONOMY AND ENVIRONMENT COMMITTEE



Thursday, 19 September 2019

Democratic and Members' Services

Fiona McMillan
Monitoring Officer

10:00

Shire Hall
Castle Hill
Cambridge
CB3 0AP

**Kreis Viersen Room
Shire Hall, Castle Hill, Cambridge, CB3 0AP**

AGENDA

Open to Public and Press

1. **Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>
2. **Minutes 15th August 2019 Economy and Environment Committee - 5 - 12**
for merge
3. **Minute Action Log update 13 - 14**
4. **Petitions and Public Questions**

DECISIONS

5. **Combined Authority Consultation on new Local Transport Plan for 15 - 38**
Cambridgeshire and Peterborough
6. **Bourn Airfield Supplementary Planning Document (Consultation 39 - 54**
Draft June 2019)

7.	Greater Cambridge Local Plan Inception and Joint Planning Advisory	55 - 58
	INFORMATION AND MONITORING	
8.	Environment Agency Regional and Local Consultations	59 - 96
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11.	Agenda Plan, Training Plan and Appointments to Outside Bodies	149 - 156
12.	Date of Next Meeting -17th October 2019	

The Economy and Environment Committee comprises the following members:

Councillor Ian Bates (Chairman) Councillor Tim Wotherspoon (Vice-Chairman)

Councillor David Ambrose Smith Councillor Henry Batchelor Councillor David Connor
Councillor Ryan Fuller Councillor Noel Kavanagh Councillor Tom Sanderson Councillor
Steven Tierney Councillor John Williams

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

Clerk Name: Rob Sanderson

Clerk Telephone: 01223 699181

Clerk Email: rob.sanderson@cambridgeshire.gov.uk

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<https://tinyurl.com/CommitteeProcedure>

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ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday, 15th August 2019

Time: 10.00 a.m. – 11.00 a.m.

Present: Councillors Ambrose Smith, Bates (Chairman), Harford (substituting for Councillor Connor), Harrison (substituting for Councillor Batchelor), Hoy (substituting for Councillor Fuller), Kavanagh, Tierney, Williams and Wotherspoon (Vice Chairman)

Apologies: Councillors Batchelor, Connor, Fuller and Sanderson

253. DECLARATIONS OF INTEREST

No declarations of interest were made.

254. MINUTES – 11TH JULY 2019

The minutes of the meeting held on 11th July 2019 were agreed as a correct record and signed by the Chairman.

255. MINUTE ACTION LOG UPDATE

The Minute Action Log was noted.

256. PETITIONS AND PUBLIC QUESTIONS

No petitions or public questions were received.

257. A605 KINGS DYKE LEVEL CROSSING CLOSURE

The Committee considered a report detailing the outcome of the stage 1 design contract and the next steps for the project. Attention was drawn to the background, in particular the revised total scheme cost of just under £30 million. The revised benefit cost ratio (BCR) was very high indicating that the scheme would deliver excellent value for money, despite the required budget increase. Members were advised of the delay to the stage 1 design contract, which had only been completed on 17th July 2019, with a target price of £26.2 million, a further £10 million higher than the previous quotation in October 2018. They were also informed of the reasoning behind this increase. External cost consultants had reviewed it and had considered it high compared to similar projects. Given the considerable performance issues the Council had experienced with the stage 1 design contractor, it was not proposed to recommend the awarding of the stage 2 construction contract to the same contractor as the submitted price did not represent good value for money. Instead it was proposed to retender on the open market. It was important to note that there were no guarantees that a more

competitive price could be achieved but this was the only way to demonstrate value for money and accountability to the public purse.

Given the increase in the scope of work required to contract the scheme and the subsequent increase in the estimated cost, it had therefore been appropriate to review the original route selection. Attention was drawn to the three routes and the comparison set out in Table 1. Members were reminded that the public consultation held in 2014 had shown 58% support for route 3. It was noted that the earliest estimated completion date for this route was 2022 compared to 2026 for the other two routes. Routes 1 and 2 also contained significant risks relating to planning and relocating a mechanical signal box. Route 3 was therefore recommended as this would be the quickest and lowest risk option. The Committee was informed that a public exhibition on the scheme held in Whittlesey on 12th August 2019 had attracted 265 visitors. Attendees had been asked to express their views on the routes with 158 out of 181 (87%) stating a preference for route 3.

Members were advised of the procurement options. The design contract was owned by the Council so it was recommended that a re-procurement exercise through a tender to the open market commence on the basis of that design. The tender would follow the Official Journal of the European Union (OJEU) process and the contract would be based on the third and not fourth edition as stated in the report of the New Engineering Contract. A design and build contract was proposed with the new contractor still responsible for design. The tender returns would be assessed based on a 60% price, 40% quality split. It was hoped that this would encourage competitive pricing and deliver potential savings. Attention was drawn to the forward programme and the timeline for construction to be completed in late 2022. Members were advised of the breakdown of the total spend set out in Table 2. The estimated cost of retendering the scheme was around £200k, which would be added to the total scheme cost. As it was likely that additional funding would be needed to make delivery affordable, officers would pursue funding opportunities in parallel with procurement activity. The outcome of the tender process would be presented to the Committee in summer 2020.

Speaking as the Vice-Chairman of Fenland District Council, Councillor Alex Miscandlon welcomed the Committee to the 'Forgotten Town of the Fens' and the only market town in Fenland without a bypass. Whittlesey also had the worst infrastructure for egress for any town in the area, which was due to the Kings Dyke crossing. The crossing discouraged companies from coming to the town when it was closed for up to 38 minutes in an hour day and night. The train operating companies had indicated that delays would increase with more and longer trains expected. With the possibility of the crossing therefore being closed for longer, it was very unlikely that anyone would want to come to Whittlesey. It was hoped to increase the number of businesses in the town by having a better system for getting vehicles in and out, both commercial and domestic.

At the moment there were two systems of getting out of Whittlesey, one was the A605 with the crossing and the other was North Bank and the B1040. However, the B1040 was often subject to flooding and had been flooded for seventeen weeks increasing the traffic on the A605 by 50%, which increased the time taken to get to Peterborough to anything up to three hours in rush hour. Councillor Miscandlon reported that he had experienced this when travelling this route to work for 30 years. It was very frustrating

with people often just turning round in their cars and going home. He explained that these immense traffic jams resulted in pollution on the A605. He highlighted a traffic jam of eleven miles resulting from a closure on the A47. It was noted that the Police automatically directed traffic down the A605 if they had to close the A47, as they had no other option. This was very unfortunate for Whittlesey as together with the crossing being closed for 38 minutes, it resulted in bad traffic management. He therefore implored the Committee to approve option 3 and get on and build it to relieve the people of Whittlesey from this burden.

Speaking as the Deputy Leader of Fenland District Council, Councillor Jan French who was representing the Leader of the District Council, reported that residents who used this road on a daily basis were held up and inconvenienced on all their journeys. It had promised to them for many years and the project needed to be completed once and for all. She was aware that the Council had limited resources as the costings over the years had soared. She hoped that the Committee would chose option 3 and get the tenders in as soon as possible to get the right contractors, as it was important to get it built by 2022.

Speaking as the Leader of Cambridgeshire County Council, Councillor Steve Count, thanked the Chairman for bringing the Committee to Whittlesey. He also thanked the officers for the public event held on 12th August, which had provided him with an opportunity to talk to residents of the area about this much needed project. He explained that when the Keir price had come in both late and high, he had been devastated because all he wanted to do was build the bridge, and that was the view of many people who were supportive of this bridge. He reported that there was considerable pressure on him to put pressure on officers to build at any cost but he could not do that because it was tax payers' money. He explained that given the increase in price and the advice he had received, the price from the contractor could not be deemed to provide value for money without some competitive dialogue. This was therefore the reason why the Committee had received a report to test in an open market what was the right price to build the bridge.

Councillor Count informed the Committee that when he had met local residents not everyone had wanted the bridge built. There were quite a number of people who had tested the possibility of a bypass instead. He acknowledged this view as the bridge would still bring traffic in to the town. However, he could not ask the Committee to consider an open ended project which had not been started and was unfunded at the expense of this project. He had the choice of accelerating the project set out in the report or progressing something that everybody was behind at some distant point in the future. He therefore had to go with the project to build a bridge. He agreed with the officers that the risks associated with routes 1 and 2 were too significant. He acknowledged that going out to tender on option 3 might result in the tenderers coming in at the same price as Keir with the Council having to build at that price. However, he was anticipating that it would be reduced considerably but the only way to find out was to go out to open tender. He therefore endorsed thoroughly route 3.

In terms of the by-pass, he felt that it was project that should be started. The local growth plans and master plans for the towns were moving ahead. The bypass was included in these plans funded by the Combined Authority. Fenland District Council was working on its local plans which would be able to identify how a bypass could work

with development. It was therefore important to look at a bypass but not at the expense of delaying or stopping this project. The bridge was needed now and it was disappointing that another nine months had been lost. However, he was assured by officers if the Committee went ahead with route 3 because the Council owned the land and the design plan, and had the planning permissions and side road orders, the next procurement process would be much easier. Companies tendering for the contract would be asked to check the design plan and take on the risks. He highlighted his local experience of having to cross the railway to get to Peterborough. He therefore understood the frustration for local people and urged the Committee to select route 3 and for the officers to deliver it within the timescale or quicker if at all possible.

The Chairman invited Councillor Harford to read out the following statement on behalf of Councillor Connor, the Local Member:

“As many of you know I am very passionate about getting the King’s Dyke bridge built as soon as possible - not only because I am the local member, but for the residents of Whittlesey, and of course of Fenland more generally. When completed the bridge will, in my view, bring further prosperity to Whittlesey and Fenland alike which I am sure you will agree will be great for the area. Again as local member I was very pleased to attend the exhibition about the project in Whittlesey on Monday, and meet and talk to so many residents there. I was pleased to see that the vast majority who came along to find out more chose option 3 which is the recommendation in the report. So Members of the E&E committee, I urge you to go along with the officers’ recommendation and the views of the vast majority of local people, and choose option 3, to get the bridge built in the shortest time possible.”

In discussing the report, one Member acknowledged the importance of the project and the significance of the very high BCR. She highlighted the need to tackle this blockage which was affecting the community and she appreciated the disappointment resulting from the delay. In relation to the issue of cost, she queried the Council’s approach regarding speed. She highlighted the informal policy used to accelerate delivery of the Ely Bypass with speed above cost. This had resulted in costs which were uncertain at the awarding of the contract rising by 33% by the end of the contract. It had been a significant shock for the Council and for the people of Cambridgeshire who would be paying for this cost increase for the next forty years. She was therefore seeking assurances that this could not happen again.

She explained that the Combined Authority had an accelerated delivery policy in its policy suite, which meant that this approach to risk allowed for the prioritisation of speed over cost. She acknowledged that a responsible approach to cost had been taken in the report but it also included deadlines which were being very firmly stated. She reminded the Committee that the cost and the timetable had slipped at Ely. She therefore hoped that there would be a controlled and balanced approach without sacrificing control of cost over the need for speed. She also asked about the form of contract and whether it was the same as the one for the Ely Bypass.

The Assistant Director – Infrastructure and Growth reassured the Committee that the project was following a robust process. There had been no instruction to the contractor to accelerate the design contract but there had been requests to conclude it. The Council was not putting in a programme which was overly risky in terms of timescales.

As Members were aware there was an OJEU procurement process, which would give high assurances of market testing to get the best possible price. The risks would be clearly defined in terms of delivery, and in relation to the design and build element it would be for the contractor to respond to. Any risks remaining with the Council, as well as at the end of the procurement process, would be reported back to the Committee for decision. Whilst deadlines had been clearly communicated, it was very important to have a programme for the completion of the scheme, which included the views of consultants and procurement, and which balanced risks. As a result a robust programme had been prepared which did not have an overly risky approach. The Council wanted the best price and acceleration was more costly. However, it did want to deliver the scheme as soon as possible. In relation to the contract, it would be a New Engineering C Contract and not D as was the case for Ely. It was important to bear in mind that there was greater clarity regarding risks for this project as the design contract had been completed. This would enable the Council to have a robust price in terms of those risks before construction commenced.

Another Member expressed concern that the Combined Authority might not be willing to fund the additional cost of the scheme. He highlighted the comments set out in Section 2.41 which indicated that officers would be pursuing funding opportunities. He therefore asked whether the Combined Authority had given any assurances that it would fund these costs and if not where the officers would be seeking this funding from and if the Council would have to take out another loan. The Assistant Director – Infrastructure and Growth reported that the budget might need to be increased following the outcome of the procurement process. It was noted that the Council was working with the Combined Authority and would continue to work with them over the coming months.

One Member stressed the importance of focusing on the needs of the people of Whittlesey. He drew attention to the fact that the project was unusual in attracting such a high BCR. He reminded the Committee that the Council had been talking to the people of Whittlesey about this project for a decade. The most important issue was therefore to get on and deliver this locally supported project for the people of Whittlesey. He reported that every elected councillor at every level in the area supported this scheme.

The Chairman reported that transport engineers had commented that a BCR of eight was one of the highest they had ever seen. He reminded the Committee that the Council had the land and the design so there was already a lot in place to deliver the timeframe. He reported that it was his intention should the Committee approve the recommendations to come back to Whittlesey to consider the award of the contract following a robust procurement process. He explained that there were other options to explore regarding funding such as Network Rail. He informed the Committee that he was satisfied with the recommendations having walked the area and seen the issues. He drew attention to the issue of flooding which was often the major cause of delays in the area. The project would therefore benefit a bigger area than just Whittlesey. In terms of the bypass, he reported that the Council would be pleased to engage with the local plan processes regarding transport requirements.

Another Member queried how wise it had been to include in the report the additional amount being charged by Keir. She was unsure how much lower the new tenders

would be now that this information had been included in a public document. In spite of this, she urged the Council to get this project completed as soon as possible. One Member acknowledged the points and concerns which had been made as it was important to make decisions based on all the facts. She reported that she had heard from residents of Whittlesey of the need for this project and was also well aware of the need for action based on her own experience. It would benefit Whittlesey as well as provide wider benefits to be accrued across the whole county. She therefore gave full support to the project.

The Chairman reminded the Committee of the safety issues in relation to the closing of crossings. Network Rail had a policy of closing crossings and any crossing which could be closed was good news in terms of safety. Another Member acknowledged the need for the project to go ahead but commended those who had stopped the project to look at the costs. He commented that sometimes when there was such a pressing need for a project the funding coffers were kept open. One Member responded to comments raised in relation to Ely reporting that it had been a very successful project.

It was resolved unanimously to:

- a) Agree that Kier should not be awarded the stage 2 construction contract.
- b) Reaffirm that route 3 remained the preferred route option.
- c) Approve the commencement of a restricted two stage OJEU procurement of a target cost with activity schedule design and build contract in accordance with option (c) in section 2.33 of the report.
- d) Agree the assessment of tender returns based on a 60% - 40% price/quality split.
- e) Agree that officers should consider potential sources of further scheme funding should it be needed as the procurement proceeds.
- f) Delegate to the Executive Director in consultation with the Chairman and Vice Chairman of the Committee, the ability to make minor changes to the procurement process and timeline.

The Chairman thanked Whittlesey Christian Church for hosting the meeting and the public exhibition. He also drew attention to the need to consider how best to communicate with the Town, District, Peterborough City Council and County Council and the wider community. He would therefore be discussing with officers how this could best be achieved. One Member highlighted the need to involve opposition County Councillors as the Council was the lead on this project.

258. AGENDA PLAN, TRAINING PLAN AND APPOINTMENTS TO OUTSIDE BODIES

The Committee considered its agenda plan, any requirement for further training and noted no additional appointments to outside bodies were required,

It was resolved unanimously to:

- a) Note its agenda plan attached at Appendix 1.
- b) Note to propose any additional training for the Committee.
- c) Note that no appointments to outside bodies or Internal Advisory Groups and Panels were required to be brought to the attention of the Committee.
- d) Note that Councillor Topping had been appointed to the North Uttlesford Garden Community Local Delivery Board under the agreed delegation to the Executive Director: Place and Economy in consultation with the Chairman and Vice Chairman of the Committee.

259. DATE OF NEXT MEETING

10.00 a.m. Thursday 19th September 2019

Chairman
19th September 2019

Item: 3**ECONOMY AND
ENVIRONMENT COMMITTEE****Minutes - Action Log**

This is the updated minutes action log as at 4TH September 2019 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

ACTIONS FROM THE 12TH APRIL 2018 COMMITTEE

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
105.	ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT	Rob Sanderson Democratic Services / Mairead Claydon Internal Audit	a) To inform Internal Audit of the Committee's requirement that it should review the costs of the project and what lessons could be learnt and that their conclusions should be shared with this Committee.	The report was considered at the 29 th July 2019 meeting of Audit and Accounts Committee. A revised cover report taking account of the discussion at the meeting with the Internal Audit Report as an appendix is scheduled to come forward to this Committee's October meeting.	ACTION ONGOING

**COMBINED AUTHORITY CONSULTATION ON NEW LOCAL TRANSPORT PLAN
FOR CAMBRIDGESHIRE AND PETERBOROUGH**

To: **Economy and Environment**

Meeting Date: **19th September 2019**

From: **Steve Cox, Executive Director, Place and Economy**

Electoral division(s): **All**

Forward Plan ref: **Not Applicable** *Key decision:* **No**

Purpose: **To seek approval of the proposed response to the consultation on the draft Cambridgeshire and Peterborough Combined Authority's Local Transport Plan**

Recommendation: **Members are asked to:**

Comment on and approve the County Council's proposed response to the consultation on the draft Cambridgeshire and Peterborough Combined Authority's Local Transport Plan

<i>Officer contact:</i>		<i>Member contact:</i>	
Name:	Matthew Bowles	Name:	Ian Bates
Post:	Lead Transport Officer	Chairman:	Economy and Environment Committee
Email:	matthew.bowles@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk
Tel:	01223 715483	Tel:	01480 830250

1 BACKGROUND

- 1.1 The Devolution Deal of 2017 established the Cambridgeshire and Peterborough Combined Authority (CPCA) as a Local Transport Authority, with many transport powers transferred or shared with Cambridgeshire County Council (CCC) and Peterborough City Council (PCC).
- 1.2 One of the key roles that now lies with the CPCA is the statutory responsibility to produce a Local Transport Plan (LTP) covering the CPCA area, which sets out plans and strategies for maintaining and improving all aspects of the local transport system. In July 2017, the CPCA adopted the previous CCC and PCC LTP's as CPCA documents that together fulfilled this statutory responsibility on an interim basis.
- 1.3 Subsequently, the CPCA have produced a draft LTP and are consulting on this between 17 June and 27 September 2019. The draft LTP sets out the vision, goals and objectives (which will define the strategic approach up to 2050) and the policies designed to deliver the objectives. It also identifies a programme of transport schemes to deliver the plans objectives
- 1.4 A draft evidence base annex provides evidence of the current & future transport, economic, social and environmental situation to provide a context for plan making, and the plan is also accompanied by a draft annex of transport policies.
- 1.5 The Plan is also accompanied by a Strategic Environmental Assessment (SEA), a Communities Impact Assessment (CIA) and a Habitats Regulation Assessment.
- 1.6 The LTP also sets out an intention to prepare a Transport Delivery Plan for the LTP which will house details of how the transport improvements will be delivered. However, this does not form part of the current draft documents. The Transport Delivery Plan is being developed in parallel with the public consultation on the draft LTP to identify the phasing of schemes and implementation of new policies, identify lead sponsors for delivery along with key delivery partners, and identify known and potential funding and financing sources/options. This will be reviewed annually.
- 1.7 Appendix 1 of this report contains the full proposed response, collated from across various teams within CCC.

2 MAIN ISSUES

- 2.1 The draft Vision, aims and objectives contained within the LTP are generally supported and there is some good alignment of these objectives with those set out in key economic evidence base documents such as the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and Local Industrial Strategy (LIS). It also includes key environment and societal objectives, which are critical to delivering sustainable transport options for all within the region. The Vision could be strengthened by adding Government's Net Zero carbon emissions target by 2050 and reflecting Government's Clean Growth Strategy into the objective on 'sustainable growth'. For example this could be expanded to '*- the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life, protect and enhances the environment whilst also proactively managing the impacts of climate change on infrastructure currently experienced* .

- 2.2 However, there is frequently a lack of detail beneath the strategic level. For the LTPs' objectives to be fully achieved, future reviews of the LTP will need to build on the policies contained within the Plan, and integrate more fully with planned growth to deliver innovative transport schemes, whilst reducing carbon emissions to net zero by 2050.
- 2.3 Having worked closely together during the consultation process, CCC's response to numerous aspects of the Plan are very much aligned with partners at the District and City Councils, as well as the Greater Cambridge Partnership. This includes support for the CAM, the major scheme proposals and the Aims, Objectives and Policy direction. It also includes a common wish to see the LTP remain flexible and able to react to advancing technology, the wish to see more detail below the strategic level, a need for reviews and a wish to meet net carbon emission targets across the region.

Road Building

- 2.4 The LTP contains a number of major scheme priorities, with a reasonably strong focus on road capacity increases on key routes. It is important to reflect on these priorities in the context of recent Climate Change Emergencies declared by Cambridgeshire County Council and other Local Authorities. Whilst movement on these routes has been identified through a strong evidence base as very important for the region strategically and locally, and lack of capacity as a constraint to economic growth, it is also vitally important that multimodal approaches to solving these capacity issues are better reflected in the LTP.
- 2.5 Transport is the largest sector for carbon emissions in Cambridgeshire, and any major road building proposals need to be considered as part of an integrated strategy that manages demand, reduces carbon emissions and does not feed additional traffic into urban areas that cannot cope with it.

Major Schemes

- 2.6 In particular the ambitions for the Cambridgeshire Autonomous Metro (CAM) are strongly supported as these could bring transformational per capita carbon footprint reductions in rural communities. Other schemes such as major capacity improvements to the A10, A47 and A428, and programme of schemes being developed and delivered by the Greater Cambridge Partnership are also supported.
- 2.7 There is also a strong focus on rail and rail capacity increases, in line with CCC priorities and the Cambridgeshire Capacity Study. New stations at Soham and Cambridge South, and the relocation of Waterbeach station are prioritised, along with Ely Area Capacity Enhancements and East-West Rail.

Active Travel

- 2.8 The LTP features good, positive objectives and policies on walking and cycling and an aim to improve these as modes across the region. More focus in the LTP on the importance of cycling as a mode of travel, especially for work journeys in the Greater Cambridge area, would be beneficial. There are a number of areas throughout the LTP where the role and importance of cycling and walking as a mode could be made stronger, especially with the opportunity of electric bikes, which will engage a wider audience in cycling.

Associated Documents

- 2.9 Whilst the LTP sets out the high level strategy for the CPCA region, and there is a stated intention to develop a Transport Delivery Plan in order to help with delivery of the schemes identified, it does not cover the 'child documents' (those more detailed strategy and operational documents that fall under the umbrella of the LTP).
- 2.10 These 'child' documents often form a crucial part of evidence base for Local Plans, transport scheme development, as a basis for funding bids, and just as critically, as a policy basis for the negotiation of transport related planning obligations from development. They include:
- Existing or new area specific strategies, for Cambridge & South Cambridgeshire, East Cambridgeshire, Fenland and Huntingdonshire
 - The Rights of Way Improvement Plan
 - The HGV (Heavy Goods Vehicle) Routing Strategy (and map)
 - Highways Policies
 - Smart Transport Strategy
 - Existing or new mode specific strategies such as for Public Transport, Active Travel (including the Local Cycling and Walking Infrastructure Plan)
 - Energy infrastructure planning for the decarbonisation of transport
- 2.11 Clarity is needed on how the CPCA wishes to address this, as there is currently a gap in governance that is being filled by default by the arrangements that were in place before the CPCA was established as a Local Transport Authority. Confirmation that current arrangements can continue, or what they will be replaced with is needed. Any such revisions would need to be developed closely with the local Highway Authorities.

Delivery and targets

- 2.12 More certainty on delivery timescales and targets throughout the LTP would be welcomed, including for Climate Change and emission reductions, where targets in line with National and Local Policy should be included.
- 2.13 In addition, a clear understanding of how the plan will impact upon carbon targets, and a defined plan to achieve the targets is needed. The LTP does not detail how transport emissions targets will be met, or how the major interventions that are planned will contribute (positively or negatively) to the meeting of emissions targets and objectives.

3 ALIGNMENT WITH CORPORATE PRIORITIES

A good quality of life for everyone

- 3.1 The implications for this priority are set out in the appended draft response.

Thriving places for people to live

- 3.2 The implications for this priority are set out in the appended draft response.

The best start for Cambridgeshire's children

- 3.3 There are no significant implications for this priority.

4 SIGNIFICANT IMPLICATIONS

Resource Implications

- 4.1 Implications in this category are discussed in paragraphs 2.9 to 2.11. The resourcing, funding and governance of local transport strategy development and transport scheme development between the CPCA, CCC and PCC is not clearly defined at the current time.

Procurement / Contractual / Council Contract Procedure Rules Implications

- 4.2 There are no significant implications within this category.

Statutory, Risk and Legal Implications

- 4.3 Production and maintenance of an up-to-date LTP is a statutory requirement. These duties fall on the Combined Authority, but as noted in the report, and in paragraph 4.1 above, there is a need for more clarity on governance of some functions between the CPCA, CCC and PCC.

Equality and Diversity Implications

- 4.4 The draft LTP includes a Community Impact Assessment which assessed the equality impacts of the proposed policies in compliance with the Public Sector Equality Duty specified in the Equality Act 2010 and CCC's Equality Strategy. There are no significant negative impacts.

Engagement and Consultation Implications

- 4.5 The CPCA is carrying out a full consultation on their LTP, as discussed above.

Localism and Local Member Involvement

- 4.6 There are no significant implications within this category.

Public Health Implications

- 4.7 Transport has a material impact on people's health and wellbeing and the CA LTP, needs to address these, particularly regarding access to transport, active travel and air quality. The Public Health Department have been involved in the production of the LTP through the LTP working group.

Source Documents	Location
Cambridgeshire & Peterborough Combined Authority Local Transport Plan	Room 301, Shire Hall, Cambridge and https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltpl/

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Tess Campbell

Appendix 1: CCC Combined LTP response (DRAFT)

General Direction of the LTP

CCC Supports the general direction of the CPCA Draft LTP. It highlights the important issues within Cambridgeshire and Peterborough, and is positive in its standpoint in tackling these key transport issues facing the region.

Exec Summary

The section on Transport and the Economy does not cover the benefits of cycling and walking to the economy in terms of health and accessibility to jobs, both for short journeys and longer journeys when combined with public transport. There is also no mention of how the rise of the e-bike is enabling longer journeys to be made by bike. Cycling is a key mode for the Greater Cambridge area.

Aims and Objectives

The draft aims and objectives, as set out in the LTP are generally supported.

We are pleased to see alignment of these objectives with those set out in key economic evidence base documents such as the CPIER and LIS, but also the inclusion of key environment and societal objectives. Air Quality is a key issue for parts of the County and it is important that the LTP continues to tackle this. Tackling Climate Change is also key, particularly with constituent Local Authorities, including Cambridgeshire and Peterborough, recently declaring Climate Emergencies.

Cambridgeshire also suffers with a disparity in accessibility by transport, with rural areas heavily reliant on private car, creating issues in terms of access for jobs, healthcare, services and leisure, subsequently creating inequality. This is a vital issue for the LTP to address, so the inclusion of aims and objectives around this is welcomed.

Road Building

We recognise the issues with road capacity and congestion across much of the county, and the impact this has on restricting economic and housing growth. It is also recognised that in some cases road capacity improvements are absolutely necessary in order to help mitigate this. However it is important that for the benefit of the built and natural environment, and also in the interests of cost benefit, that all options of viable alternatives to providing for the private car should be considered alongside road capacity increases. In most cases, a multimodal package of transport measures are required to alleviate issues and deliver real transport benefits.

Partnership working

We are pleased to see the commitment to work in partnership with key local stakeholders and business community. Local Authority Partners, including CCC, are keen to work closely with CPCA to achieve the aims and objectives of the LTP. It is vital that the work of the CPCA

is aligned with those at the GCP and that the LTP is aligned with Local Plan aspirations at the District and City Councils.

Child Documents to the LTP

It is noted that there will be an LTP delivery plan, which is yet to be published for consultation.

However, despite this, the LTP has a role as an overarching strategy document to a number of 'child documents'. Currently for the Interim CPCA LTP and in the past for the CCC LTP, these include more focussed Market Town Transport Strategies, area strategies (such as the Transport Strategy for Cambridge & South Cambridgeshire, for East Cambs, for Fenland and for Huntingdonshire) and also the Long Term Transport Strategy. Furthermore, the Rights of Way Improvement Plan and the HCV routing map also benefit from being attached to the statutory nature of the LTP. It could also include other more focussed implementation strategies, such as Smart Transport Strategies, Active Travel and Public Transport Strategies.

It is unclear from the current Draft LTP what these documents will be, where they will sit and who is responsible for producing them. This is a key point as these documents play a pivotal role in the formulation of evidence bases for Local Plans, Transport Developments and Planning decisions.

User Hierarchy

General support for this, however it is important to consider an opportunity to create areas of enhanced 'Place' where they may be existing high movements, particularly in urban areas. The document could also be ordered in a different way to reflect the commitment to the User Hierarchy, with sustainable modes and initiatives placed towards the front end of the Plan and road building/private car initiatives towards the end.

Climate Change, Emissions and Energy Reduction

The term used in the LTP is to 'significantly reduce greenhouse gas emissions by 2050'. This needs to acknowledge **net zero carbon by 2050** – "significantly reduced" is not in line with national policy. Whilst CCC support the reducing emissions aspect of the objectives under the climate change section, there is currently a lack of delivery timescales and locations for chargepoint infrastructure.

Road building, and the encouragement of use of the private car is not in line with local and national carbon reduction efforts or air quality standards. Despite the Evidence Base acknowledging that any initiatives enhancing private car use need to be accompanied by measures, such as promotion of low emission vehicles, to mitigate environmental impact. As it stands the plan consists of concrete proposals for increasing the capacity of the road network by duelling the A47 and A10 (as well as proposals for the A505, A141 and support for National Strategic schemes such as the A1 and A428), but lacks accompanying specific plans to support low emission vehicle roll out and use e.g. a strategy for increasing

chargepoint capacity at destination points along these routes and rapid chargepoints at strategic points on route.

Greater focus should be placed on the provision of public transport as well as the “greenness” of it.

The evidence base annex within the LTP lacks a clear understanding of the carbon impact of these proposals. These should be modelled to establish the appropriateness of these plans, within the context of supporting the transition to net zero carbon by 2050 which will be enshrined in law. Carbon footprint work currently being carried out for the County Council by the University of Cambridge, could be a starting point for this (due to be completed end of August). At the moment their metrics related to carbon on page 56 of the plan only relate to emissions from vehicles, but they also need to consider the emissions associated with construction of these projects which could be significant.

EV network (“world class network”)

The LTP should seize the opportunity to state an aim for the Cambridgeshire and Peterborough region to have a world class network of electric and low emission vehicle charging vehicles and infrastructure. The Plan currently states the current electricity grid prevents this, and that it will engage with the relevant bodies and stakeholders to improve the grid. However there is an opportunity for the LTP to aim for a roll out of the necessary infrastructure to support it, in time to meet future projections and demand for electric and low emission vehicles. As well as defining timescales for EV and low emission vehicles, a clear plan of action should be included to deliver, and encourage third party delivery of, the required charging capacity.

Technology & SMART Transport

This is an important inclusion within the plan. The LTP contains some ‘hooks’ for improvement of the Smart transport network throughout the CA area, which is positive. However, the LTP does not mention some major themes within smart transport technology, such as Mobility as a Service. It is vital that the Plan is adaptable so as technology changes, the LTP can reflect progress and is positioned to support the implementation of technological solutions. Like many other areas, CCC would like to see a focussed Smart Technology Strategy as a child document to help deliver the overall approach and aspirations set out within the LTP on this.

Major Schemes

CAM

CCC fully supports the inclusion of the CAM in the LTP’s major scheme proposals. Previous LTP’s have included the desire for high quality, high frequency, segregated public transport offerings to connect key housing and job destinations. As with all major scheme proposals, CCC are keen to ensure viable alternatives are also considered alongside these, especially where viability and funding may be prohibitive.

A505

CCC are pleased to see the inclusion of the A505 as a multimodal study for development within the LTP for Greater Cambridge. As well as being a key route for an existing Biotech Cluster, there are also significant safety concerns on much of the route. CCC would however urge the CPCA LTP to prioritise the A505 study more highly within the LTP in order to reflect the importance of the route as key part of Cambridgeshire's Major Road Network. Furthermore, collaboration with Hertfordshire County Council and other key neighbouring Local Authorities on this study needs to be very high.

M11

CCC is pleased to see support for the M11 Smart Motorways proposals. We would urge the CPCA to work closely with Highways England to also tackle junction congestion around Cambridge. At the already heavily congested Junction 11, CCC believe the delivery of Cambridge South Station could have a significant beneficial impact, with evidence suggesting that many of the journeys entering the city from the M11 at this junction, are aiming for the Cambridge Biomedical Campus – this will only increase with the growth at this vital economic and healthcare location.

A10

The inclusion of the A10(N) improvements as a key priority within the LTP is supported. This a key corridor for existing travel, for future housing and economic growth and is already heavily congested.

A428

The inclusion of A428 (Ox-Cam) expressway as a priority within the LTP for the delivery of growth along this key corridor is supported.

A47

We support the collaboration with Highways England on the proposals to improve the A47, a key route in the north of Cambridgeshire.

A1

CCC echoes the inclusion and support in the LTP of proposals for A1 improvements.

A141

CCC echoes the inclusion and support in the LTP of proposals for A141 improvements.

A142

CCC echoes the inclusion and support in the LTP of proposals for A142 improvements

Rail

CCC are pleased to see the inclusion of a number of proposed rail enhancements in the LTP. Rail is a key mode for the area.

CCC strongly supports the inclusions of new stations at Soham, Waterbeach and Cambridge South, as well as increased frequency of services across the network, including to Newmarket. CCC is also pleased to see the inclusion and support for East-West Rail. The proposals to reopen the rail link between March and Wisbech is also supported, along with the Fenland Stations regeneration work.

Level crossing improvements at Foxton and Kings Dyke, are also supported, as are the rail capacity enhancements identified by the Cambridgeshire Rail Study and those through the Ely Area Capacity Enhancements.

CCC would like to see potential new stations at Fulbourn and at Cherry Hinton included within the long term rail aspirations in the LTP. These proposals have featured in the Cambridgeshire Long Term Transport Strategy (a child document to the LTP) as part of a vision to increase the rail offering to the east of the county.

More emphasis on electrifying the entire rail network in the CPCA area would be welcomed, in the light of a need to tackle climate change and emissions.

Buses and bus Franchising

The LTP notes the possibility to reform the bus network through franchising. The opportunity to improve bus provision in Cambridgeshire is supported by CCC, and the possibility of improving the bus fleet in relation to emissions should be taken. This could be reflected more thoroughly in the LTP, reflecting the experiences of low emission vehicles used by Transport for London and is particularly important in areas of poor Air Quality.

The role of buses as a means of public transport, particularly in areas where rail and where the CAM type schemes may not reach should not be underestimated. In rural areas of the county, buses can be the only viable alternative to the private car.

Cycling

We note and support the presence of active travel and cycling specific objectives, and the inclusion within the LTP to improve this as a mode. However the LTP could place stronger emphasis on the role cycling plays in commuter movements, particularly in the Greater Cambridge region. Cycling provides for over 1/3 of journey to work trips in the Greater Cambridge area and this needs to be reflected as strongly as possible within the LTP.

Progress to date: 1.15

This is out of date. The Ambition Grant money has been spent and includes improved links to employment areas such as Wandlebury to Babraham, Whittlesford Station to Granta Park, A10 Harston and innovative raised cycle lanes on Huntingdon Road, Hills Road and Trumpington Road.

Fig. 1.1 should include (at the bottom) the Local Cycling and Walking Infrastructure Plan (future).

Evidence Base

There is no mention of the fact that cycling and walking levels outside of the Greater Cambridge area are low in comparison to the Greater Cambridge Area and that enabling residents to cycle or walk to public transport hubs is also an opportunity. Also that the arrival of affordable e-bikes is an opportunity to significantly lengthen the distances that people will cycle to work.

Implementing the Strategy

There is no mention of the Local Cycling and Walking Infrastructure Plan (LCWIP) with regards to assessment of schemes – this will be a key document when identifying walking and cycling schemes.

There is no target relating to cycling and walking, for example mode share, in the key metrics section.

Guiding Principles

Whilst encouraging a modal shift to ‘active travel’ is included, more emphasis on making shorter journeys by bike and on foot the obvious, most convenient choice for residents would be welcomed. If it is easy to drive for short journeys people will continue to do so whether or not there are good walking or cycling alternatives unless there is more incentive in terms of speed, cost and convenience. The experience of Stevenage is a good example of this.

The section on ‘Integration’ does not mention cycling links to P&R sites and transport Hubs which should be an important part of the strategy.

Equally, in 2.48 on Transport and Environment multi-modal travel there is no mention of consideration of cycling and walking for all new Highway and public transport schemes, for example that CAM will include high quality cycle and pedestrian provision along all of the routes.

Local strategies

Greater Cambridge – this touches on the Cambridge cycling phenomenon but doesn’t acknowledge the ever growing importance of cycling as a mode of transport in Cambridge, with figures similar to some Dutch cities or the high level of cycling in South Cambridgeshire compared to the rest of the region (where the census shows falling cycling levels).

3.57 –the Cycling Ambition Grant schemes have all been delivered.

Despite the high numbers of people cycling to school, college and work on the cycle route alongside the existing busway, cycle provision alongside the new CAM routes are not mentioned in this section and this could give the impression that longer distance routes like these are not seen as important transport options. The Greenways themselves were

inspired by the success of providing high quality longer distance provision for cycling, walking and equestrian use alongside the busway.

There is reference to the network of Greenways being developed for Greater Cambridge although not for East Cambs and Huntingdonshire where the Greenways do extend partly.

Deliveries cause congestion issues for the central area of Cambridge, so more of a mention of last mile delivery by cycle as a solution would be welcomed. Promotion and support of consolidated deliveries by small electric vehicles and cycles should also be included in this section.

Mention should be made of Bike sharing schemes – supporting and encouraging them as well as managing on-street dockless schemes so that they are not to the detriment of the public realm. They should accord with the agreed Code of Conduct for Cambridge which can be used as a basis for the rest of the region if dockless bike schemes are introduced outside Cambridge.

Huntingdonshire

3.97 This suggests that Huntingdon, St Ives and St. Neots all have high quality dedicated cycle networks which is not the case. This is evidenced by the low level of cycling in the three towns.

There is inconsistency for the different districts - there is no mention of providing cycle routes connecting to public transport hubs for more rural areas in Huntingdonshire (which is policy 12.2 within the modal policies section) or for East Cambs, but it is for Fenland.

The LCWIP is described as 'Local Cycling and Walking **Implementation** Plan' throughout the document, this should be **Infrastructure** Plan.

There is no mention of the LCWIP with regard to prioritisation or implementation of cycling and walking improvements for any of the districts.

Ecology

We welcome the commitment of the LTP *"integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment both during construction and operation."* However, greater commitment is required if the Combined Authority is to truly demonstrate its support of Natural Cambridgeshire Local Nature Partnership's ambition to double the area of rich wildlife habitat and natural greenspaces by 2050 (see Section 5, NSSF Part 2) and meet the expectation that mandatory net gain will be included within the forthcoming Environment Act, expected September 2019 (as highlighted within the Chancellor's spring statement).

1.97 Key and Other Important Metrics

We welcome the inclusion of metrics for environmental net gain. This should be developed in consultation with Natural Cambridgeshire Local Nature Partnership, local government officers, statutory bodies and nature conservation organisations (e.g. Wildlife Trust). Local natural capital investment planning should be undertaken to identify the most effective way to deliver appropriate environmental net gain across the region and individual projects.

In terms of biodiversity net gain, the metric should follow Natural England's new biodiversity net gain metric (version 2.0), which is expected to be published by the end of July 2019. We suggest that a target of 20% net gain in biodiversity value be set across the LTP projects, in order to deliver a measurable net gain in biodiversity (NPPF 2019). This figure has been derived locally through consultation with local government ecologists and Wildlife Trust based on Cambridgeshire & Peterborough having a more impoverished natural environment than most of England. Currently, discussions are underway with Greater Cambridge Partnership to implement a 20% biodiversity net gain across its projects. It is also important that all project deliver long-term management in order for habitats to establish and achieve biodiversity net gain.

2.37

Regarding: *"Looking further ahead, we may consider a link road connecting the M11 in the Girton area to the A47 in the Guyhirn / Wisbech area"*. This project hasn't been identified within the LTP projects or HRA assessment and therefore, assume this would be developed beyond the lifespan of the LTP. However, given the significant fragmentation of the landscape caused by the proposed LTP projects, we would seek that any creation of a new road across the landscape be avoided or mitigated against wherever possible.

3.118-3.119 St Ives and Wyton Airfield

The corridor of the River Great Ouse and its associated wetland / wet grassland habitats around Huntingdon and St Ives are key biodiversity habitats, which is reflected with the myriad of international, national and locally designated nature conservation sites. It is also identified as a key location for habitat creation as part of Riquotte, J (2019) habitat opportunity maps.

There is potential for any works associated with Wyton Airfield and the third crossing of the River Ouse at Huntingdon has the potential to adversely impact these habitats. It will be challenging for the LTP projects to deliver schemes to deliver CA's commitment to biodiversity net gain.

3.61-3.64 Cambridge Autonomous Metro (CAM)

We are concerned that the creation of CAM, particularly tunnelling works, have a potential to result in significant impact on the natural environment. It will be a challenge to deliver a scheme that will not impact on locally and nationally important nature conservation sites and gain biodiversity net gain, particularly in Cambridge. As a result, CCC would be keen to work very closely with the CPCA in any scheme of this scale and nature.

3.79 South – into South Cambridgeshire and towards Stansted Airport

The location and design of additional Park & Ride capacity, including at M11 Junction 11, must take into account cumulative impact from other pressures on the landscape from all forms of development. In particular, the impact on Trumpington Meadows County Park, which was designed to specifically address adverse impact on biodiversity within the southern fringes of the city.

Flood Risk

The Plan does not really cover the topic of Flood Risk and Drainage as a result of transport infrastructure. A policy or policy hook requiring new transport schemes to be designed, where viable, to be designed as per flood risk and drainage criteria set out in the Cambridgeshire Flood and Water Supplementary Planning Document, would be beneficial.

Historic Environment

General comments (Main document)

We welcome the commitment to the Historic Environment seen in the Environmental headlines and on p.18.

However more should be made of potential use of the assets for the benefit of residents rather than just something that needs to be protected. Heritage sites are places to visit, and promoting these as destinations should be part of any strategy. The Chisholm Trail is a good example where it links with the Leper Chapel, and on the Waterbeach cycle path we are looking to promote Car Dyke Roman Canal and the GHQ Switch Line as part of that initiative – people are likely to travel, especially cycle, if there is something to see.

The Evidence base

2.35 and 2.36 is too focused on cities. Cambs has over 250 scheduled monuments and thousands of listed buildings and other designated heritage assets. We are happy to supply more details, but they are referenced in Figure 2.7. The implications section in 2.36 is good though and reflects the point above.

SEA

6.2.10 says Policy 10.1.1 has no impact on the historic environment. Actually engine fumes and acid rain are a major source of damage to historic structures, especially ones built of limestone and clunch, as many of ours are.

GCP Projects

TSF team is pleased to see the support for the GCP schemes and studies in the Greater Cambridge Area.

Third River Crossing

CCC are keen to work closely with the CPCA and Huntingdonshire DC on any proposals for a new crossing over the Great River Ouse (the 'Third River Crossing') where there are very important environmental considerations to any scheme.

Powered Two Wheelers

There doesn't appear to be any serious reference to powered two wheelers or policies around these except on road safety.

Policies & Policies Annex

General

The policies within the Draft LTP are generally supported. These are positive and cover most of the issues facing the region.

There could be more of an emphasis within some of the policies on delivery. For example, on setting specific targets, on how and when targets are going to be met and on implementation of methods to achieve this. This is particularly pertinent to targets on Air Quality and Emissions, Climate Change etc. as well as Road Safety and Mode Split.

There are no specific objectives relating to the need to provide a transport network which promotes and encourages a healthy lifestyle with the provision of high quality, convenient cycling and walking networks and the document in general treats cycling as an add on rather than a vital element of any transport network in the region, particular in Greater Cambridge

The Modal Policies for cycling and walking are generally good but they do not appear to be embedded throughout the document.

Policy 2.2

Should include 'investment in our cycling and walking network to improve accessibility' not just investment in and improvement of PT and the Highway network.

Policy 3.4 Freight

The policy on freight makes no mention of promoting or supporting last mile delivery by cycle which is particularly important in Cambridge.

Policy 9: Protect and enhance the environment

Greater detail is required within policy 9 to demonstrate how the Combine Authority will achieve net environmental gain as part of the LTP, especially to demonstrate how it will help deliver double the area of rich wildlife habitat and natural greenspace by 2050 (Section5, NSSF Part 2).

Policy 9, and throughout the wider LTP document, implies there is "high quality" natural environment across the Combined Authority area, which is not correct. It is important that the LTP assessment recognises that while there are some areas of high quality natural environment, these are relatively small isolated sites across an impoverished landscape.

Riquotte, J. (2019) shows there has been significant decline in biodiversity value across Cambridgeshire and Peterborough due to agricultural intensification and development (e.g. housing) with the loss of 84% of our semi-improved grassland since 1930s (from 23.7% of land cover in 1930s to 4.5% by 2018). By 2018, habitats of potential high biodiversity value (semi-natural and marshy grassland, woodland, scrub and trees and water) only account for 11.4% land of the Cambridgeshire and Peterborough; and only 6.4% of the area has any nature conservation designation.

Small isolated habitats and the species they support are vulnerable to additional pressures, such as pollution and climate change. Any subsequent sterilisation of the landscape, such as LTP projects, have potential to have significant impact on the remnant habitats and the resilience of the habitats and species to adapt to these and future pressures. Policy 9 should seek to protect the CA's existing biodiversity assets and avoid adverse impact to any nature conservation designations (including locally important sites) wherever possible through the delivery of the LTP.

Furthermore, Policy 9 should demonstrate how the Combined Authority will ensure the conservation of biodiversity, and wider environmental net gain, will be delivered. We are concerned that some of the LTP projects may conflict with the habitat opportunities map produced by Riquotte, J. (2019), which identify the best location for the creation of semi-natural grassland, wet grassland / wetland and broadleaved / mixed woodland. We therefore recommend that a clear green infrastructure / biodiversity strategy across the Combined Authority to identify the most effective way to deliver appropriate environmental net gain as part of the LTP, such as the use of natural capital investment planning, and deliver strategic scale biodiversity enhancement across the region and delivery of landscape-scale projects (e.g. Great Fen) to ensure protection of existing biodiversity and overall measurable biodiversity net gain.

Policy 9 should also provide a commitment to a specified level of biodiversity net gain upon which the LTP projects will be delivered and recommend that 20% increase in order to deliver a measurable net gain in biodiversity (NPPF 2019) - this figure has been derived locally through consultation with local government ecologists and Wildlife Trust based on Cambridgeshire & Peterborough having a more impoverished natural environment than most of England. Greater Cambridge Partnership are also looking to implement this figure within their projects.

Policy 9 should also commit the Combined Authority to long-term management of the biodiversity assets for the lifetime of the operational phase of the transport projects, to continue the conservation of habitats and prevent biodiversity loss in the long-term.

Policy 9.2 could benefit from a definition of the Historic Environment – the one in the NPPF would be appropriate. It's too 'buildings focussed' as it stands and ignores non-designated heritage assets - this carries through the SEA report 6.2.9. We note that in Appendix C - Scoping Consultation Log, that Historic England made a comment (point 2) along these lines as well. Motts state that "Information on non-designated heritage assets has been included in the baseline." I cannot find this.

Policy Themes 11 & 12 (walking and cycling) could include the objective of developing destinations as per above. Also SEA 6.2.11

Policy 11.1 Walking

The policy should include reference to convenience and maintenance. There should be an additional policy relating to new developments, similar to policy 12.4 for cycling.

Policy 12.1 Cycling

Should include reference to the soon to be published Local Transport Note: 1/19, all cycling infrastructure should meet this standard which includes reference to the needs of all users including those with adaptive cycles and those carrying children.

An additional policy or detail within a policy is needed to ensure that cyclists needs are considered at the design stage of any highways and transport improvement schemes. This theme is partially included under 12.4 but doesn't fit there as this should relate to all schemes not just those related to new developments.

Under priorities within and around the Market Towns is the point 'ensuring new developments include cycle provision to a minimum standard' which is very unambitious. Developers should be providing cycling and walking infrastructure to a high standard throughout the region.

Policy 12.3

Should include reference to bike-sharing schemes and the code of conduct for dockless schemes as above.

Reference should be made to the National Cycle Network in the region and that the Combined Authority and other Councils will work with Sustrans to promote and improve lengths of the NCN that run through the Combined Authority area.

CCC Highways Response (submitted separately to CPCA)

Comments from Asset Management

The second main part of the LTP is the Transport Delivery Plan (TDP) which should include arrangements for the day-to-day management and maintenance of proposed infrastructure. This will be an important document from an asset management perspective, especially for those assets for which CCC/PCC will become responsible. However, this part of the document is being developed during the consultation period for the draft LTP.

Many of the comments from CCC asset management will require sight of this part of the document, in good time for these comments to be considered prior to finalisation of the LTP document.

Will processes for scheme development and prioritisation take account of the ongoing costs of managing and maintaining the infrastructure?

The yet-to-be-developed Transport Delivery Plan should aspire to be a fully integrated programme, co-ordinating works to deliver new infrastructure with that required for ongoing maintenance of existing infrastructure.

Comments focusing mainly on the safety elements:

- The safety objective to “Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries” is very welcome as this follows international best practice
- Draft Policy Theme 5.1 covers all the areas we would look to prioritise from a safety perspective and makes some promising noises
- The devil is going to be in the detail of what the KPIs look like to drive this vision and monitor progress. Some considerations as follows:
 - Needs to have interim (5 / 10-year interval) targets working towards “zero”
 - Needs performance measures other than casualty reduction targets such as, but not limited to (further recommended actions from the Road Safety Management Capacity Review referenced in the LTP document are included at the end of this document):
 - Increasing compliance with speed limits on different road types,
 - Reducing average speeds on different road types,
 - Increasing the level of seat belt use and child restraint use,
 - Increasing the level of helmet use for two-wheeled vehicle users,
 - Reducing driving while impaired by alcohol and drugs,
 - Increasing compliance with in-car telephone use rules,
 - Increasing the safety quality of the SRN and main road network to the highest iRAP *rating,
 - Increasing the safety quality of the new car fleet to the highest Euro NCAP * rating, and
 - Increasing compliance with emergency medical response times
- Consideration needs to be given to the Major Road Network (MRN) and pushing for funding opportunities from DfT related to this – believe this includes: A10, A505, A142 & A141. There is a call for the same level of safety analysis to be undertaken on the MRN as the SRN, including risk rating the MRN – Kent have already done theirs using the iRAP/VIDA methodology.
- The LTP Policy Assessments in relation to safety appear to be accurate although a couple of points:
 - not sure if there is sufficient recognition that an increase in vulnerable mode users needs to be compensated with improved provision for those users,
 - that new technology such as the Cambridge Autonomous Metro (CAM) will come with additional risks initially while the technology is refined
 - that increases in traffic flow are linked to increases in collisions – i.e. reducing congestion in some cases may increase collisions – not just related to increases in vehicle numbers.

- Further actions suggested in Road Safety Management Capacity Review:
 - Adopt a policy of promoting evidence-based approaches to road safety to make best use of public resource.
 - Engage fully and support the national implementation of the Safe System approach by implementing it into the mainstream of local authority activity in all relevant sectors, e.g. highway engineering, public health, procurement of transport services.
 - Increase levels of enforcement of key road safety rules related to the prevention of death and serious injury.
 - Support improved crash investigation
 - Promote the shared responsibility for road safety at a high level to provide local and city leadership.
 - Promote Safe System and Towards Zero as the new transport safety culture to professionals, businesses and the community.
 - Allocate at least 10% of all road infrastructure investment to road safety intervention, as recommended in the UNRSC's Global Road Safety Plan for the Decade of Action, and to ensure embedding of the Safe System approach into the mainstream of highway engineering practice.
 - Identify, in partnership with local authorities, road sections for priority treatments on the Major Roads Network and local roads using iRAP tools.
 - Carry out in-service training in implementing the Safe System approach.
 - Review local road classification to ensure that speed limits match function, road design and layout to conform with Safe System principles.
 - Adopt the Safe System approach into the mainstream of highway engineering
 - Ensure that the prevention of death and serious injury is an explicit objective in asset management activity (including maintenance).
 - Target improvements in iRAP star rating on A roads.
 - Work with partners to improve speed limit compliance and promote the benefits of speed cameras.
 - Include speed limit compliance in policing priorities and work with DfT, HE and local authorities to combine publicity and police enforcement of speed limits.
 - Acknowledge the central role of speed and its management to a Safe System approach and review priority interventions for local roads.
 - Require ISA in the public procurement of transport services.
 - Promote vehicle safety technologies such as Intelligent Speed Adaptation, Autonomous Emergency Braking for Pedestrians and improvements in key crash tests for front, side and pedestrian protection, in regulation, consumer information and procurement policies.
 - Include Euro NCAP 5* rating and key vehicle safety measures in the public procurement of local transport services.
 - Review how Safe Road Use can be supported within a Safe System approach (in addition to that provided by other Safe System elements) through improved road user standards and assisting compliance with key road safety rules.
 - Carry out THINK! campaigns across a wide range of media, coordinated with police enforcement effort, to promote Towards Zero and secure better compliance with key road safety rules.

- Commission research into public perception of the risk of being detected for key road safety offences, e.g. excess alcohol and speed.
- Upgrade the priority given to enforcement in policing strategy and increase activity.
- Devise community engagement strategies to promote the Towards Zero goal of the ultimate prevention of deaths and serious injuries.
- Ensure capacity and budget for the publicity work of road safety officers to ensure combined publicity and enforcement of key road safety rules.
- Ensure an evidenced-based approach to determining priorities for safe road use and adopting Safe System principles and appropriate capacity for local education, training and combined publicity and enforcement of key road safety rules.
- Play a highly visible role in supporting evidence-based intervention for Safe Road Use.
- Include post-crash care in road safety strategy to improve survivability and reduce permanent impairment resulting from road collisions.
- Review the contribution of improvements to response rates, trauma care and long-term rehabilitation of crash victims to reducing death and the long-term consequences of serious injury.
- Address regional variations in emergency medical response times.
- Report on the effectiveness of major trauma care in preventing death and the long-term consequences of serious injury.
- Commission research on the cost of long-term care resulting from permanent impairment from road traffic injury.
- Recognise that road traffic injury is a major cause of premature death and long-term serious injury in their Strategic Plan and include road safety as an area for action.
- Actively include post-crash care as a key road safety strategy in a Safe System approach.
- Work with the local health sector to identify local improvements in post-crash care.
- Encourage modal shift in support of environmental, safety and health objectives by promoting the use of the safest modes e.g. rail, bus and coach travel and the healthiest modes of walking and cycling.
- Support walking and cycling with safety improvements to address risks of serious and fatal injury risks associated with cycling and walking which are lower than for motorcycling but appreciably higher than those travelling by car or public transport.
- Substantially upgrade the priority given to the safety of pedestrians which compares poorly internationally.
- Establish measurable safety performance indicators which relate to the prevention of death and serious injury to pedestrians and cyclists in the new national road safety strategy.
- Carry out a national review of urban design standards with pedestrians and cyclists in mind and align with Safe System principles.
- Support demonstration projects applying innovative Safe System treatments.

- Consider extending the Safety Helmet Assessment and Rating Programme (SHARP) scheme to include bicycle helmets.
- Review the urban street classification and align with Safe System principles.
- Ensure that there is safe access to public transport taking account of the needs of elderly and disabled people.
- Improve compliance with urban speed limits.
- Ensure capacity for effective community pedestrian safety initiatives.
- Provide guidance on speed hump design for local authorities
- Work with the HSE to provide governmental leadership and better coordination for effective work-related road safety activity in Britain.
- Conduct a research programme to extend the evidence base for effective national work-related road safety.
- Review the reporting of 'journey purpose' in STATS19 data in the STATS19 review.
- Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standard through public procurement policies and other incentives, following a review of how greater take up can be encouraged.
- Support local authority work-related road safety activity.
- Establish a Safe Travel Policy for government services taking Safe System principles into account.
- Upgrade priority given to work-related road safety, which is the leading cause of death at work.
- Require reporting of work-related road collisions to RIDDOR when someone has been injured on the roads whilst using the road for work, or when someone driving or riding for work injures a member of the public.
- Engage with local employers on work-related road safety.
- Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standards through public procurement policies and other incentives.
- Establish a Safe Travel Policy for local government services taking Safe System principles into account.

Comments regarding Heavy Goods Vehicles:

Will the LTP will have any bearing or suggest any changes to the Cambridge County Council's advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators. There doesn't appear to be any reference to it, but the emerging Mineral and Waste Local Plan has a policy which requires HGV's to use this network wherever practicable.

Freight is essential to the effective functioning of our economy and to our towns and cities in particular, which are often the final destination for goods. The way in which these goods reach our urban areas; how they are dealt with, when they arrive, and how they are transported for the final part of their journey, has wide ranging implications for the economy, employment and growth, but also for congestion, safety, emissions and for quality of life within the urban realm.

Some suggested actions:

- a) Encouraging HGV's to use the advisory route network.
- b) Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.
- c) Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail.
- d) Supporting the formation of Quality Partnerships between interested parties.
- e) Monitoring changes in HGV and LGV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns.
- f) Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations.
- g) Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.

BOURN AIRFIELD SUPPLEMENTARY PLANNING DOCUMENT (CONSULTATION DRAFT JUNE 2019)

To: Economy and Environment Committee

Meeting Date: 19 September 2019

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): Cambourne

Forward Plan ref: N/A **Key decision:** No

Purpose: To consider and approve the County Council's response to the Bourn Airfield Supplementary Planning Document (SPD) consultation draft

Recommendation: The Committee is requested to:

- a) Consider and approve the County Council's response to the consultation draft SPD as set out in section 3 of this paper; and
- b) Delegate to the Executive Director, Place and Economy in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Juliet Richardson	Names: Councillors Bates and Wotherspoon
Post: Business Manager Growth & Development	Post: Chair/Vice-Chair
Email: Juliet.richardson@cambridgeshire.gov.uk	Email: lan.bates@cambridgeshire.gov.uk timothy.wotherspoon@cambridgeshire.gov.uk
Tel: 01223 699868	Tel: 01223 706398

1. BACKGROUND

- 1.1 South Cambridgeshire District Council (SCDC) has prepared the draft Bourn Airfield New Village Supplementary Planning Document (SPD) for public consultation. The consultation period ran from 17th June to 29th July 2019. This report seeks the Committee's endorsement of the officer response to the draft Bourn Airfield Supplementary Planning Document, which was submitted to SCDC on the 29th July 2019.

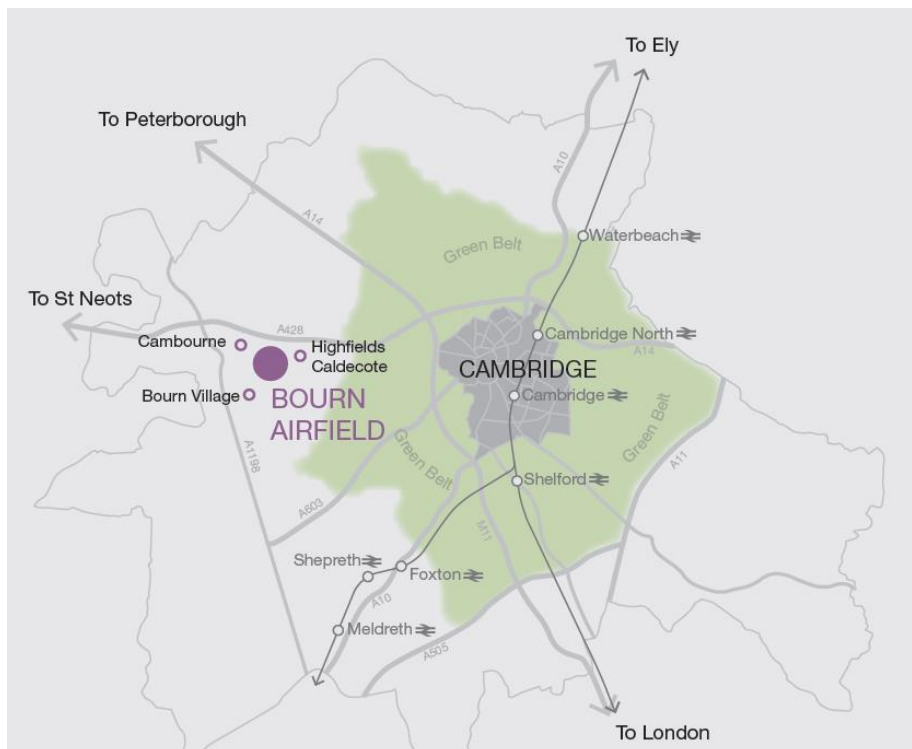
Planning Policy

- 1.2 The South Cambridgeshire Local Plan was adopted in September 2018. Policy SS/7 allocates land south of the A428 at Bourn Airfield for a new village of approximately 3,500 dwellings in addition to a range of supporting infrastructure, services and facilities. The Supplementary Planning Document (SPD) is being prepared to guide the implementation of the new village, providing more detail to the adopted policy.
- 1.3 SCDC has published the SPD for consultation seeking comments from stakeholders prior to adoption. The SPD will be a material consideration in the determination of the current and any subsequent planning applications.

The Site

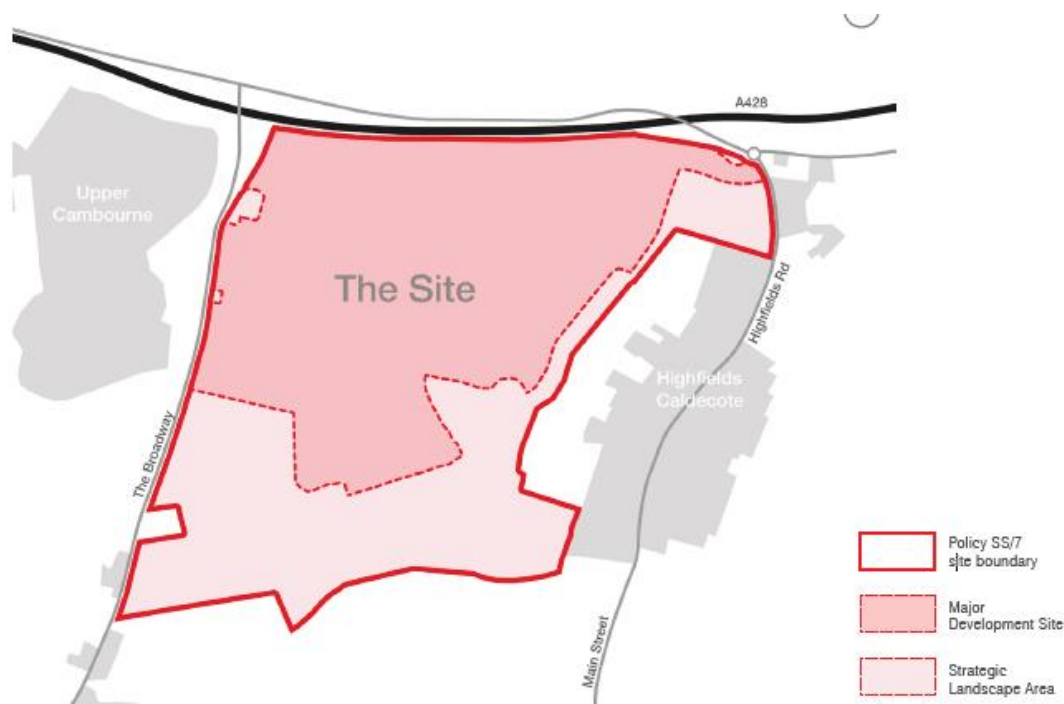
- 1.4 The site is located approximately 11km west of Cambridge City Centre, bounded by the A428 and St Neots Road to the north and Broadway to the west. The site sits beyond the Cambridge Green Belt in close proximity to a number of established settlements within open countryside: Highfields Caldecote immediately to the east, Cambourne to the west, and Bourn to the south-west.

Figure 1: Strategic Location



- 1.5 The site comprises a former World War two airfield, adjoining agricultural land and a partially occupied employment site. Existing uses of the former airfield include facilities for light aircraft, storage of tower cranes and shipping containers, and as the location for Bourn Market which takes place four times a year. The site includes a number of existing private properties with access from the Broadway.
- 1.6 The east-west A428 dual carriageway bounds the northern edge of the site. The existing principal access is via Highfields/Caldecote roundabout in the north-east corner of the site. This access currently serves existing employment uses in the north-east sector of the site.

Figure 2: Site Boundary



Outline Planning Application

- 1.7 An outline planning application has already been submitted by Countryside Properties on behalf of the landowners. The County Council has made comments on this application albeit these are without prejudice to the final policy position adopted in the SPD.
- 1.8 The Economy and Environment Committee received a report at its meeting of 7th February 2019 at which it approved the County Council's response to the planning application. The relevant report (Item 6) and committee minutes (minute 211) can be accessed through this [link](#).

2. MAIN ISSUES

- 2.1 The vision for the new village is:

“Bourn Airfield will be a distinct new South Cambridgeshire village acknowledging its historic past but with its own contemporary identity. A diverse, yet integrated community, with a range of facilities and services to complement, not compete with, existing local provision. Well connected to the wider area by high quality public transport and providing

employment and homes to support the Greater Cambridge economy. The village will have a vibrant and strong heart, supporting healthy, active and inclusive community lifestyles and providing a high quality of life for its residents in a beautiful contemporary landscape setting.

The village will be embedded in a network of multi-functional green infrastructure, which is accessible and sustainable, being integrated with the natural environment. Supporting walking, cycling and public transport as the preferred mode of choice for travel for people within the new village and beyond, and facilitating a move towards net zero carbon lifestyles through an innovative approach to planning, design and construction.”

- 2.2 The Spatial Framework establishes the broad structure for development of the new village along with the indicative positions of key land uses, primary movement, and green and blue infrastructure. The Framework is supported by a series of guiding principles and spatial fixes, which are key to the delivery of a successful place.
- 2.3 The new village will form a street network that integrates movement and place, in an environment that promotes walking and cycling. The delivery of the Cambourne to Cambridge High Quality Public Transport route will provide two stops to the new village. One of the stops will be adjacent to the village centre, where a number of retail, commercial and community uses, in addition the secondary school will be located. These facilities will lead to the Runway Park, reflecting the alignment of the former north-south runway and providing a substantial linear park.
- 2.4 The SPD sets out the expectations in respect of achieving high levels of sustainable construction, but also looking to the overall layout of the new village to provide opportunities for innovation and creative planning. There are exciting opportunities for the new village at Bourn Airfield to incorporate energy generation and efficiency measures that will mean the new village becomes an exemplar development in moving towards net zero carbon lifestyles.
- 2.5 The Infrastructure Delivery Plan identifies the necessary supporting facilities and infrastructure that will be required to ensure the new village is successful and cohesive. These elements include a secondary school and two primary schools, a village centre and additional neighbourhood hub with community facilities. Also, improvements to existing pedestrian, cycle and bridleway routes and the creation of new links in and around the new village. There will be a wide range of green infrastructure, including parks and sports pitches to support a healthy lifestyle for its residents.

3. COUNTY COUNCIL COMMENTS

- 3.1 The Council has fed into the preparation of the draft SPD at officer level, working with the Local Planning Authority, its consultants and the developer and landowner. This has included submission of formal comments and participation at various SPD workshops over the course of the last 12 months.
- 3.2 The Consultation Statement which forms part of the suite of documents prepared by SDCDC provides a record of consultation undertaken during the production of the SPD prior to formal consultation. It is considered that the draft SPD represents a fair reflection of the engagement with the County Council to date.

- 3.3 The Council is generally in support of the proposals in the SPD. Appendix 1 contains the full response prepared by officers and submitted to SCDC with the key issues set out below.

Transport Assessment

- 3.4 The Council's preferred route option for High Quality Public Transport (HQPT) is the corridor along the north of the site near the A428. The mass transit link will need to offer fast and reliable services and should benefit from a good catchment. The route as shown in the draft SPD meets the needs of the Greater Cambridge Partnership (GCP). Land must be safeguarded in the SPD and ultimately the planning application should allow for future development of HQPT.
- 3.5 It should be clear in the SPD that only the most northerly access from Old St Neots Road will provide access into the development site. Other accesses off the Broadway will continue to serve existing employment sites and at no point will these be opened up as general accesses onto the Broadway other than for buses at one agreed location to provide a link with Upper Cambourne.
- 3.6 The SPD states that there will be no direct access onto the A428. Highways England has confirmed that this is acceptable as direct access would not be desirable in policy and engineering terms.

Education

- 3.7 Proposals for the provision of education facilities within the new village, i.e. two primary schools (up to seven forms of entry) and a secondary school (six forms of entry), meets the County Council's requirements and is therefore supported.
- 3.8 Whilst the Council supports integration between schools and communities they serve, for example shared use of sports facilities, it should be noted that this is conditional on access agreements with the school operator.
- 3.9 The Council has expressed concerns in its response to earlier spatial options for the SPD and the current planning application regarding the location of the secondary and primary schools to the north of the main spine road and the potential impact of noise and air quality from the A428. As the SPD is currently presented the Council require that any noise and air quality mitigation necessary to deliver both schools along the A428 boundary is fully evaluated as part of the planning application. Mitigation in the form of landscaping and bunds cannot encroach on land reserved for education purposes.

County Planning Minerals and Waste

- 3.10 The County Council welcomes recognition of the Bourn Water Recycling Centre, and the potential constraint it may pose for re-development of the Airfield which is safeguarded through the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011 and Site Specific Proposals Plan 2012.
- 3.11 It would be helpful for the SPD to state that any proposed development in this Safeguarding Area would be subject to Policy CS31, or any successor policy, as a new Cambridgeshire and Peterborough Minerals and Waste Local Plan is due to be adopted at the end of 2020, and has a comparable policy emerging.

Historic Environment

- 3.12 The 20th century use of the site as a military airfield is referenced but it is suggested that heritage assets within the site have greater potential to contribute to the character and distinctiveness of the emerging new settlement.
- 3.13 The development proposals will result in the impact of sub surface assets of archaeological interest. This can be managed by an archaeological condition as advised in the Council's response to the planning application consultation.

Local Lead Flood Authority

- 3.14 The Council is supportive of the Sustainable Drainage methods that have been proposed and encourages the applicant to engage with the Lead Local Flood Authority (LLFA) throughout the design and submission stages.

Public Health

- 3.15 The SPD has been reviewed against themes set out in the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire to identify where potential impacts on health can be addressed through SPD policies.
- 3.16 The six Strategic Objectives are supported. In particular, the inclusion of a strategic objective on "Healthy, Active and Resilient" which encourages walking and cycling, and access to healthy food is welcomed. The SPD should consider the presence of fast food outlets in the vicinity of the site or options to limit such uses within the development site, especially near to schools.
- 3.17 The Planning Application Requirements section should include the need for a Health Impact Assessment to be submitted as part of any site wide outline application in accordance with South Cambridgeshire District Council planning policy.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 A good quality of life for everyone

The SPD will contribute towards planning policy and corporate objectives. Future planning applications coming forward will need to demonstrate how they provide for healthy and independent living in accordance with this policy framework.

4.2 Thriving places for people to live

The SPD will contribute towards planning policy objectives for delivering sustainable development and providing significant employment opportunities and broad benefits to the local economy through long term employment, services and new housing to meet the long term growth requirements for the District Council.

4.3 The best start for Cambridgeshire's children

There are no significant implications for this priority. Any planning application coming forward will need to demonstrate how it provides for all elements of education in accordance with local planning policies.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

There are no further significant resource implications at this stage.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

5.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

5.4 Equality and Diversity Implications

There are no significant implications within this category.

5.5 Engagement and Communications Implications

There are no significant implications within this category.

5.6 Localism and Local Member Involvement

There are no significant implications within this category.

5.7 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?	N/A
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Andrew Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble
Source Documents	Location
Bourn Airfield New Village Supplementary Planning Document (June 2019)	South Cambridgeshire District Council website

Appendix 1: Bourn Airfield New Village Supplementary Planning Document (Consultation Draft June 2019) Cambridgeshire County Council Response – 29th July 2019

1. Introduction

- 1.1 This note sets out the County Council officer comments on the Bourn Airfield Supplementary Planning Document in response to a consultation by South Cambridgeshire District Council. Whilst local County Members have been made aware of the consultation, this response does not include their comments or considerations or those of the Economy and Environment Committee which will endorse this response at its meeting on 19th September.

2. Transport Assessment

2.1 Status of response - **Comment**

Current Position on HQPT

- 2.2 The Council's current position on the route of the rapid transit scheme has come out of numerous discussions with the developer team and the GCP team. This concluded that it would be best located in the north of the site near the A428 as this appears to best balance the various needs of the project (catchment, speed, engineering requirements etc.). In the longer term, the Mayor has referred to innovative mass modes of transit. It would be useful if land could be safeguarded where practicably possible, to allow future evolution of the project.
- 2.3 Ultimately, the mass transit link will need to offer high speed and reliability, and should benefit from a good catchment. The route as shown in the draft SPD appears to meet the needs of the GCP.

Comments on Draft SPD

- 2.4 The below response does not take into account the detailed design requirements of the rapid transit route nor the other service requirements of CCC and therefore this response needs to be assessed in this wider context. Please refer to separate education and GCP responses.
- Access, Movement and Connectivity - Cycle connection improvements need to link to Cambourne, Caldecote and Bourn village properly not just to the Broadway and Highfields Road as there is not suitable cycle infrastructure connecting these villages currently.
 - Figure 8 - Three existing vehicular accesses to the site are shown on the western edge in Figure 8. It should be made very clear in the SPD that only the most northerly access

will access the whole site. The other two are just for the existing employment sites and will remain this way in perpetuity and at no point will be opened up as another access onto the Broadway for all vehicles as a through route or to access the rest of the development site.

- Figure 8 - This also needs to show cycle links to Bourn and Caldecote as well as Cambourne.
- Page 34 bullet point 1 should read, *“This should prevent access onto the Broadway for southbound traffic and also northbound traffic from the Broadway south to prevent rat running through the existing village of Bourn as per policy SS/7”*.
- Page 38 Point 1 should read *“This should also prevent northbound traffic from the south accessing the site. To prevent rat running through the existing village of Bourn. It should be made clear that the junction design should restrict these left turn out and right turn in movements even if additional third party land is not able to be secured”*.
- Page 39 Figure 28 - The colour difference between the traffic free and the alongside streets pedestrian/cycle routes is not very clear. Different colours would be clearer.
- Page 44 - The village centre is proposed in the north western corner of the site. The Transport Assessment Team previously recommended the village centre should be more central as some of the site is not within an 800 metre walk, meaning that this option may not be as sustainable transport wise. Excellent cycle links are essential to try to improve the connectivity and discourage car use for travel within the site.

2.5 The SPD states that no access is required directly onto the A428. The County Council queried this with the developer and the developer made subsequent enquires with Highways England. Our understanding is that Highways England do not require this and have stated that a new access would not be desirable in policy or engineering terms.

3. Education

3.1 Status of response - **Comment**

3.2 The proposals for the provision of education facilities within the new village, i.e. 2 primary schools up to 7 forms of entry and a secondary school (6 forms of entry), meets the County Council's requirements and is therefore supported.

Shared Use of Sports Facilities

- 3.3 The County Council has historically supported integration of education facilities into the communities that they serve. In that respect there is support, in principle, for the shared and dual use of sports facilities however it is recognised in the SPD that this will be subject to the developer securing the necessary agreements to deliver the school facilities to the community.
- 3.4 It should be noted however that whilst the Council supports the principle, actual delivery will largely be dependent on securing agreement with the school operator. Whilst the Council can seek to influence this it is ultimately out of its control. Therefore until an operator is selected and there is certainty that shared use can be delivered it is advised that the LPA maintains a fall-back position to ensure that its sport and playing field standards are met.

Spatial Options

- 3.5 At the earlier stages of the SPD preparation the County Council responded from an education perspective to the three spatial options for Bourn Airfield SPD. Whilst Option A was ultimately adopted by the draft SPD, the County Council's preference in terms of education was Option B which brought the spine road further into the site with the effect of re-locating the secondary school and primary school south of the spine road. The Council's response stated *"This option (B) seems to provide a good balance between accessible links within the site for pupils and external links for staff. The A428 is further away and therefore the noise and air quality impacts would be much less severe than Option A. This option responds better to the issues raised by the Council's earlier submission to the planning application consultation"*.
- 3.6 In respect to Option A, the Council's concerns relating to noise and air quality impacts from the adjacent A428 dual carriageway remain and therefore is not the optimum location for schools within the development. Option A could only be considered acceptable if the environmental concerns could be adequately addressed.
- 3.7 It is acknowledged that Option A is the preferred option for the SPD and the reason for this is set out in the Consultation Statement. This states *"area there will be significant landscaping which may be bunded to reduce the visual, noise and air quality impacts of the A428. Advice from air quality and noise experts within the Council have suggested the impacts of the road could be mitigated by the detailed orientation and design of the buildings, in addition to the delivery of a significant landscape belt"*.
- 3.8 The Council will require that any noise and air quality mitigation required to deliver both schools along the A428 boundary is fully evaluated as part of the planning application.

Mitigation in the form of landscaping and bunds cannot encroach on land reserved for education purposes.

4. County Planning Mineral and Waste

4.1 Status of response - Comment

4.2 The County Council welcomes the recognition of the presence of the Bourn Water Recycling Centre (WRC), and the potential constraint it may pose for the proposed re-development of the Airfield. The WRC is safeguarded through the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011, and associated Site Specific Proposals Plan 2012, through Policies CS31 and SSPW7E respectively. Policy CS31 states:

“Waste Water Treatment Works Safeguarding Areas will be identified around existing (and allocated) waste water treatment works to prevent the encroachment of sensitive development which would give rise to future amenity issues and impose additional constraints on the operation of the waste water treatment works.

Waste Water Treatment Works Safeguarding Areas will be identified in the Site Specific Proposals Plan and defined on the Proposals Map, extending 400 metres around existing and proposed works, with a capacity exceeding 2000 population equivalent. The Waste Planning Authority must be consulted on any planning proposal within a Safeguarding Area except:

a. householder applications (minor development works relating to existing property)

b. advertisements

Within the Safeguarding Areas there is a presumption against allowing development, which would be occupied by people. This would include new buildings or changes of use of buildings to residential, industrial, commercial, sport and recreational uses.

Where new development is proposed within the Safeguarding Areas involving buildings which would normally be occupied, the application must be accompanied by an odour assessment report. The assessment must consider existing odour emissions of the waste water treatment works at different times of the year and in a range of different weather conditions.

Planning permission will only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of the existing waste water treatment works.”

- 4.3 The SPD's Fig 21 Key Constraints maps the WRC and the Safeguarding Area which extends 400 metres around the works. It would be helpful for the SPD to note that any proposed development in this Safeguarding Area would be subject to Policy CS31 referred to above (or any successor policy as the new Cambridgeshire and Peterborough Minerals and Waste Local Plan is due to be adopted at the end of 2020, and has a comparable policy emerging).
- 4.4 Section 4.2 sets out the Spatial Framework and indicative uses. The uses in the Safeguarding Area which surrounds the Bourn Water Recycling Centre (WRC) includes strategic landscape which is acceptable. However, there also seems to be an area that is not defined in the key (pale green horizontal hatching), it would be helpful if this was identified so that a view can be taken as to whether this is compatible with the WRC.
- 4.5 Section 6.6 sets out the requirements for planning applications. The site is an airfield with a considerable amount of runway and hard surfacing which may require removal and recycling and as it is a strategic site the development should comply with Policy CS28 of the adopted Cambridgeshire and Peterborough Mineral and Waste Core Strategy. This will require the site wide planning application to include the submission of a Waste Management Audit and Strategy which will set out the anticipated nature and volumes of waste arising (demolition and construction). It must also set out the detailed measures to be put in place to minimise the waste arising; together with the steps that will be taken to segregate, source, store, recover and recycle that waste. Consistent with Policy CS28 provision should also be made for a temporary recycling facility to be in place throughout the construction phases of development. Specifying this requirement at this stage will allow any developer to reflect this in their proposal, and their detailed phasing plans.

5. Historic Environment Team

5.1 Status of response – Comment

- 5.2 An archaeological trial trench evaluation and geophysical survey was undertaken in the proposed development under S/2953/15/E2 & S/3440/18/OL. These identified that the application area was intensively settled and cultivated in the Iron Age and Roman period. The 20th century military aviation heritage is also of significance.

- 5.3 The development proposals will result in the impact of sub surface assets of archaeological interest. This can be managed by an archaeological condition as previously advised for planning application S/3440/18/OL.
- 5.4 We note that the 20th century use of the site as a military airfield is referenced but consider that heritage assets within the site have greater potential to contribute to the character and distinctiveness of the emerging new settlement.
- 5.5 Section 1.3 sets out the key delivery issues to be addressed by the SPD. We would in particular suggest that the historic environment could contribute to the following identified key issues:
1. Delivering a strong community with its own identity
 3. Settlement pattern
 4. Supporting a shift towards sustainable access and movement
- 5.6 As well as considerations such as open space and recreation these issues could be supported by heritage trails and interpretation referring both the archaeological and military heritage.
- 5.7 In the Spatial Framework Plan (4.2 of the SPD) it suggests the north-south runway as a focus for the green corridor. The north-east to south-west runway is of greater significance to the military use of the site as this would have been the main runway under prevailing weather conditions. We suggest that consideration should be given to this feature in terms of the site's heritage.

6. Local Lead Flood Authority

- 6.1 Status of response – **Support**
- 6.2 We are supportive of the Sustainable Drainage methods that have been proposed and we encourage the applicant to engage with the Lead Local Flood Authority (LLFA) throughout the design and submission stages.

7. Public Health

- 7.1 Status of response – **Comment**
- 7.2 The SPD has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire.

7.3 The JSNA contains an evidence review of the built environment's impact on health and has distilled the evidence into the following themes:

- Generic evidence supporting the built environment's impact on health
- Green space
- Developing sustainable communities
- Community design (to prevent injuries, crime, and to accommodate people with disabilities)
- Connectivity and land use mix
- Communities that support healthy ageing
- House design and space
- Access to unhealthy/"Fast Food"
- Health inequality and the built environment

7.4 The SPD has therefore been reviewed against these themes to ensure the SPD has identified where potential impacts on health can be addressed through the SPD policies.

7.5 Specific comments on the SPD are set out below. For ease of reference the comments on the SPD reflect the chapter headings and structure of the SPD

1. Introduction

7.6 The reference to the proposed GCP Cambourne to Cambridge route is welcomed, but at this stage the SPD needs to show commitment to a solution rather than "whilst recent reports have found a compelling case for the scheme, it is not yet confirmed", therefore what is the proposed solution to single car occupancy trips to Cambridge from Cambourne/Bourn Airfield?

2. Site Context

7.7 The commitment to explore the opportunities to create stronger linkages with Cambourne via the PROW network is welcomed, but there needs to be greater detail on which routes are suitable, which routes will need to be upgraded and any proposals to reclassify the designation of a PROW e.g. BOAT, Bridleway, Cycleway, Foot path etc. in order to ensure current provision is not adversely affected.

7.8 The Statements on Page 21 regarding the current provision of Health Facilities, whilst correct may be too specific for the SPD. I.e. it is likely that an offsite facility for "health services" is

required, and is likely to be at the Monkfield Practice, and should be mitigated by the development, the precise location of such a facility is not known at this stage and further guidance should be sought from the Cambridgeshire and Peterborough Clinical Commissioning Group.

3. Vision and Objectives

- 7.9 The 6 Strategic Objectives are supported, in particular the inclusion of a strategic objective on “Healthy, Active and Resilient” which encourages walking and cycling, and access to healthy food is welcomed. In addition the SPD should consider the availability of fast food outlets in the vicinity of the site or options to limit A5 uses within the development site. I would therefore recommend that the recommendations and findings of the Town and Country Planning Association (TCPA) guidance on “Planning Healthy Weight Environments” are carried forward and are included within the Bourn Airfield SPD.

4. Spatial Framework

- 7.10 No comments

5. Creating the Place

- 7.11 The inclusion of “...street network that integrates movement and place” is welcomed, greater clarification is needed on the commitments to deliver segregated cycle routes and segregated pedestrian routes at present the SPD is unclear if separate routes will be delivered or if shared surfaces will dominate. The term “alongside streets” needs to be defined/clarified to understand the level of segregated routes which will be expected to be provided. The plan on page 39 showing the “strategic walking and cycling connections” appears to show a gap in provision to the South West corner of the site, this may be due to lack of residential housing in this area or provision of green space, either way the reasoning behind this gap should be made clear.
- 7.12 This section of the SPD should make reference to the upcoming “South Cambridgeshire Cycle Design Toolkit”.
- 7.13 The commitment to provide “seating suitable for all age groups” is welcomed.
- 7.14 The SPD should show clear intentions regarding the approach to controlling fast food outlets.
- 7.15 The inclusion of dementia friendly design principles is welcomed.

6. Delivering the Place

- 7.16 The SPD identifies the potential to explore the sharing of sports provision with schools by providing community access. This is welcomed, however any reduction should not be at the expenses of other informal or formal green space.
- 7.17 The Planning Application Requirements section should also include the need for a Health Impact Assessment to be submitted as part of any site wide outline application as per South Cambridgeshire District Council Planning Policy.

GREATER CAMBRIDGE LOCAL PLAN INCEPTION AND JOINT LOCAL PLANNING ADVISORY GROUP

To: **Economy and Environment**

Meeting Date: **19th September 2019**

From: **Steve Cox, Executive Director, Place and Economy**

Electoral division(s): **All**

Forward Plan ref: **Not Applicable** *Key decision:* **No**

Purpose: **To inform Members of the inception of a Joint Greater Cambridge Local Plan by Cambridge City Council and South Cambridgeshire District Council, the terms of reference for the joint Local Planning Advisory Group, and an invitation for the County Council to nominate a member to sit on that Group**

Recommendation: **Members are asked to:**

- a) Note the report**
- b) Nominate a County Council Member and substitute to sit on the Local Plan Advisory Group**

<i>Officer contact:</i>		<i>Member contact:</i>	
Name:	Jeremy Smith	Name:	Ian Bates
Post:	Group Manager: Transport Strategy	Chairman:	Economy and Environment Committee
Email:	and Funding jeremy.smith@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk
Tel:	01223 715483	Tel:	01480 830250

1 BACKGROUND

- 1.1 Policies in the adopted Local Plans for Cambridge and South Cambridgeshire set out that development of the new Greater Cambridge Local Plan will commence before the end of 2019, with submission to the Secretary of State for examination anticipated by the end of Summer 2022.
- 1.2 Cambridge City Council and South Cambridgeshire District Council previously agreed via their respective democratic processes that the joint Local Plan would be prepared 'under section 28 of the Planning and Compulsory Purchase Act with separate democratic processes to agree both plans, informed by a joint member advisory group'. Agreement of the appended terms of reference for this group by the two Councils has enabled the establishment of this joint member advisory group.
- 1.3 The Local Development Scheme 2018 (see Background Papers) states that the first formal consultation on issues and options for the plan will start before the end of 2019.

2 MAIN ISSUES

- 2.1 The draft terms of reference for the Local Planning Advisory Group was considered by South Cambridgeshire District Council Cabinet on 1st July, and by Cambridge City Council Planning & Transport Scrutiny Committee on 16th July. Taking into account changes to the draft arising from both meetings, the terms of reference have now formally been approved by the two Councils.
- 2.2 As set out in the Outcomes section of the terms of reference, the group's focus is intended to facilitate a shared policy position on the development of the new Greater Cambridge Local Plan, coordinated / integrated with transport policy, but that it will also provide a forum for discussion of other key planning policy documents within the Greater Cambridge area.
- 2.3 The terms of reference state that the group will consist of three Members from each of Cambridge City Council, South Cambridgeshire District Council, and one from Cambridgeshire County Council. The membership of the group will be determined by each authority.
- 2.4 The intention in including three Members from the two authorities preparing the plan is to enable wide debate on a joint basis ahead of formal discussion and agreement of issues within each Council's committee processes.
- 2.5 As a key local stakeholder responsible for a range of public services and infrastructure provision, but not being directly responsible for the plan, it has been agreed by Cambridge City Council and South Cambridgeshire District Council that the County Council should be invited to nominate a single representative on the Joint Local Planning Advisory Group.

3 ALIGNMENT WITH CORPORATE PRIORITIES

A good quality of life for everyone

- 3.1 Local Plans have a key role to play in the achievement of this objective across Cambridgeshire.

Thriving places for people to live

- 3.2 The development of Local Development Plans and ensuring that relevant County Council services are planned for in them is critical to the achievement of this priority.

The best start for Cambridgeshire's children

- 3.3 Future education provision at all levels needs to be robustly addressed by Local Plans.

4 SIGNIFICANT IMPLICATIONS

Resource Implications

- 4.1 A number of County council functions will need to feed into the Local Plan development process, both to inform the development of the plan and as a statutory consultee.

Procurement / Contractual / Council Contract Procedure Rules Implications

- 4.2 There are no significant implications within this category.

Statutory, Risk and Legal Implications

- 4.3 There are no significant implications within this category.

Equality and Diversity Implications

- 4.4 There are no significant implications within this category.

Engagement and Consultation Implications

- 4.5 There are no significant implications within this category.

Localism and Local Member Involvement

- 4.6 The County Council is a statutory consultee in the Local Plan development process.

Public Health Implications

- 4.7 Health provision in new development, and more broadly Local Plan policies aimed at achieving development that fosters healthy lifestyles can improve public health.

Source Documents
<p>Terms of reference of the Joint Local Planning Advisory Group https://democracy.cambridge.gov.uk/documents/s47208/JointLocalPlanningAdvisoryGroupToRFINAL.doc.pdf https://scambs.moderngov.co.uk/ieDecisionDetails.aspx?ID=11133</p> <p>Adopted South Cambridgeshire Local Plan 2018 https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/</p> <p>Adopted Cambridge Local Plan 2018 https://www.cambridge.gov.uk/local-plan-2018</p> <p>Committee webpages for the Local Planning Advisory Group https://democracy.cambridge.gov.uk/ieListMeetings.aspx?CId=492&Year=0</p>

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Tess Campbell

ENVIRONMENT AGENCY REGIONAL AND LOCAL CONSULTATIONS

To: Economy and Environment Committee

Meeting Date: 19th September 2019

From: Steve Cox – Executive Director, Place and Economy

Forward Plan ref: N/A **Key decision: No**

Purpose: To make the Committee aware of two recent Environment Agency consultations and their links to the County Council's work.

Recommendation: To note:

- a) The outcome from the Regional Flood and Coastal Committee consultation and the need to allocate a new Member to this board from April 2020.**
- b) The consultation response submitted to the National Flood and Coastal Erosion Risk Management Strategy consultation.**
- c) The future need for the Strategy's outcomes and principles to be incorporated into the forthcoming Environment & Climate Change Strategy (in line with the Council's Climate Emergency declaration) and future reviews of the Local Flood Risk Management Strategy**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Julia Beeden/ Quinton Carroll	Names:	Councillor Tim Wotherspoon and Cllr Mandy Smith
Post:	Flood Risk & Biodiversity Business Manager / Asst Director Environment & Commercial	Post:	Regional Flood and Coastal Committee Members
Email:	julia.beeden@cambridgeshire.gov.uk quinton.carroll@cambridgeshire.gov.uk	Email:	tim.wotherspoon@cambridgeshire.gov.uk and mandy.smith@cambridgeshire.gov.uk
Tel:	07880 473715 / 07717 426713		

1. BACKGROUND

Anglian Central Regional Flood and Coastal Committee Constitution Changes

- 1.1 Regional Flood and Coastal Committees (RFCCs) exist under section 23 of the Flood and Water Management Act (FWMA) 2010. The Anglian Central Committee area in which most of Cambridgeshire sits is shown in Appendix 3.
- 1.2 Along with every other upper tier council in the Great Ouse catchment the council pays a local levy under statute to the RFCC every year in line with the number of Band D equivalent properties that Cambridgeshire has. The local levy is then held centrally for the committee to spend as it sees fit. For example it can be used for additional local maintenance, and all flood risk management partners within the area can also apply to it for capital-type projects.
- 1.3 Members of the RFCC vote on issues as they are brought before the committee, but the most important annual vote relates to the local levy. Local levy is a flood management funding source levied by the RFCC on upper tier councils, which is then used as a discretionary contribution from the RFCC towards flood projects. The vote to determine the percentage change in levy from the previous year takes place annually in October. In 2019/20 the county council paid £362,904.54 in local levy.
- 1.4 The County Council currently has two Anglian Central RFCC members, Councillor Tim Wotherspoon and Councillor Mandy Smith who can vote.

National Flood and Coastal Erosion Risk Management Strategy Consultation

- 1.5 The FWMA 2010 requires the Environment Agency to “develop, maintain, apply and monitor a strategy for flood and coastal erosion risk management in England”. The original national flood and coastal erosion risk management strategy (“National Strategy”) was prepared in 2011 and the Environment Agency began to review it in 2018, consulting on a draft in June and July 2019.
- 1.6 The ambitions of the new draft National Strategy¹ are themed into:
 - Climate resilient places,
 - Growth and infrastructure and
 - A nation of climate champions (this covers aware, informed and proactive communities and the need for more investment in skills and resources for flood risk management authorities’ workforces)

¹ https://consult.environment-agency.gov.uk/fcrm/national-strategy-public/user_uploads/fcrm-strategy-draft-final-1-may-v0.13-as-accessible-as-possible.pdf

- 1.7 The National Strategy sets a vision to 2100 and hence is more forward thinking than previous flood strategies. The document is in line with the Climate Emergency declared by Parliament and the County Council.
- 1.8 Council submitted a response by the deadline of 4th July in consultation with the Members of the Anglian Central RFCC and the Chair and Vice Chair of the Economy and Environment Committee.

2 MAIN ISSUES

Anglian Central Regional Flood and Coastal Committee Constitution Changes

- 2.1 The consultation proposed changes to the constitution to make the number of Members more aligned to the amount of levy paid by each council. This option would see the number of Cambridgeshire members increase from two to three. The County Council response supported this change to recognise that we do pay more levy to the committee than any other council in the catchment.
- 2.2 The consultation also proposed changing the name of the committee to the “Anglian Great Ouse Regional Flood and Coastal Committee (RFCC)”. The County Council response supported this as the name is more reflective of the catchment covered.
- 2.3 At the RFCC meeting in July 2019 the committee voted and the option recommended by the County Council was taken forward. From April 2020 the Council will therefore need to elect a third Member to attend RFCC.

National Flood and Coastal Erosion Risk Management Strategy Consultation

- 2.4 The National Strategy is a sixty four page strategic document which sets out objectives for the future management of flood risk and to which the council, as a Lead Local Flood Authority, must have due regard in all its work. The consultation set out thirty four questions on specific objectives and measures, requiring detailed consideration.
- 2.5 The Council supported the aims of the strategy and recognises that a lot needs to be done to make our country resilient to flooding and climate change. However, with the National Strategy being a high-level document the ‘devil is in the detail’ in terms of how delivery can be facilitated. Significant increases in resources, improved cross-government working, national policy changes and much greater community engagement and awareness will all be needed. The key issues raised by the National Strategy consultation that could affect Cambridgeshire and/or the council are summarised below.

- 2.6 A move from the concept of protection to resilience. This might be a hard message for communities to accept but we can't stop all flooding especially as climate change and urban creep² impacts continue to take their toll. We understand that the Met Office believes there is now a ten percent (10%) risk of unprecedented rainfall anywhere. Property owners should therefore be encouraged, and supported by insurance companies and flood risk management authorities, to build their homes back to a more resilient standard after a flood. This would reduce the impacts of future flooding.
- 2.7 The strategy promotes 'adaptive measures' which are measures that can be put in place to enable communities to better adapt to changes ahead. For example the 'Lifetime Homes Standard'³ for buildings is an example of an adaptive measure allowing people to remain in their homes as they age and their health changes. In flood risk terms the equivalent would be to enable communities and our environment to adapt to climate change and to become more resilient. Adaptive measures that would help to manage surface water flood risk include installing and adopting sustainable drainage systems; preventing and reversing culverting decisions to ensure all ordinary watercourses still have their own floodplain; and designing all new homes to be flood resilient e.g. by fitting property level protection, raising electrics etc. Adaptive measures need to become a mainstream consideration for planning and highway authorities and need to be incorporated into both the county council's forthcoming Environment and Climate Change strategy and any future reviews of the Local Flood Risk Management Strategy.
- 2.8 When flood events occur the loss of critical infrastructure (electricity, rail and road transport, wastewater collection etc.) can cause many more people to be affected by flooding than just those whose homes have flooded and the cost to the economy can be enormous. Two thirds of properties in England are currently served by infrastructure in areas at risk of flooding Infrastructure⁴. Infrastructure needs to be resilient itself but it also plays an important role in protecting communities. Infrastructure can channel flood flows for better or worse and large infrastructure providers can often own small-scale drainage assets that can be incredibly important in local flood situations. The council supported the call for national and local infrastructure to play its part in climate resilience.
- 2.9 The strategy suggests that flood risk management authorities (RMAs) will need to be engaged in a number of activities in order to help deliver the strategy and the combined additional cost of these to all RMAs is expected to be between £40 and £90 million. The exact scale of the burden on the county council is not yet known but funding will need to be found for LLFAs like the county council to deliver the measures allocated to them. These measures include:

² Urban creep is when the amount of impermeable area increases in urban areas creating increased runoff which contribute to flooding and other problems e.g. through paving over back gardens

³ <http://www.lifetimehomes.org.uk/index.php>

⁴ Environment Agency, 2019, Draft National Flood and Coastal Risk Erosion Management Strategy

- advising local planning authorities on, and planning for, adaptive measures
- incorporating greater environmental and economic benefits into flood projects,
- helping to ensure water bodies are in good condition,
- working with landowners to improve management of local and national drainage infrastructure,
- working with communities to improve their understanding of, and resilience to, flooding and
- investing in planning, engineering and community engagement skills.
-

- 2.10 In order to prevent flood damage to properties and infrastructure increasing significantly in the coming years, national investment of £1 billion per year is needed over the next 50 years.⁵ The cost of becoming resilient will likely be spread across government, business and people by promoting sustainable investment in infrastructure, housing and the environment. New funding sources will need to be found.
- 2.11 Investigating forward funding of schemes (including by local authorities) is discussed in this context. The council commented that while upfront funding is not uncommon for school provision, this process currently works best where there is a statutory duty, when land is in public ownership and when there is a guarantee that the scheme will present value for money. There would likely also be a need for the planning system to be more flexible towards pooling planning obligations in order that development contributions could be made towards flood defence infrastructure.
- 2.12 Disappointingly the strategy portrays a poor understanding of the roles of non-Environment Agency RMAs such as LLFAs and Highways Authorities. No mention is made in the strategy of the role of those with riparian⁶ responsibilities and we know from experience that those with a riparian role play a very important part in managing flood risk. The council's response made it clear that these areas need addressing to ensure efficient cross-partner planning and delivery of flood risk management.
- 2.13 The strategy is to be followed by an Action Plan. It hoped, but not known, that this will develop the measures in the strategy to create more detailed actions with timescales, funding and agreed approaches. The council expressed disappointment that there is no clarity over whether we will be consulted on the Action Plan given that it will need to contain actions for LLFAs.
- 2.14 The Council response is to be found in Appendix 3. The response tackled all of the above areas highlighting the improvements needed, the importance of the aspiration to make our communities resilient to flood risk and climate change, the challenges that are likely to be

⁵ Environment Agency, 2019, Long Term Investment Scenarios

⁶ Riparian means relating to the banks of a river. Riparian responsibilities are the responsibilities that anyone owning, or renting the land abutting a watercourse has and include a duty to maintain the watercourse to ensure the flow of water.

experienced in achieving the goals and the importance of consulting RMAs in developing the Action Plan.

3 ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

- There is strong evidence linking floods to mental health and wellbeing issues. Estimates from the Environment Agency research suggest that the mental health impacts of flooding are equivalent to £3,000 - £7,000 per household depending on the scale of flooding. Some mental health impacts can be long lasting. Those who have resilient homes, are supported by resilient infrastructure and have been supported to understand, and take action to tackle flood risk, are more likely to have a good quality of life.

3.2 Thriving places for people to live

- Areas that are resilient to flood risk and climate change are more likely to have strong economies and thriving communities. The National Strategy is line with the Climate Emergency already declared by the county council. The council is aiming to achieve zero carbon by 2050 and prepare an Environment and Climate Change Strategy that sets out:
 - how we will achieve zero carbon by 2050
 - how the council will adapt to the already changing climate
 - how the council will seek to protect the county's natural capital.

3.3 The best start for Cambridgeshire's children

- There are no significant implications for this priority other than those already listed above under the other priorities.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

As it stands there are no significant specific implications within this category. The National Strategy has not yet been finalised and the Action Plan has not been developed. The Action Plan, once prepared, will have specific future resource implications but these are currently unknown.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

From April 2019 the council will need to appoint a third member onto the Anglian Great Ouse Regional Flood and Coastal Committee.

4.7 Public Health Implications

There are no significant implications within this category.

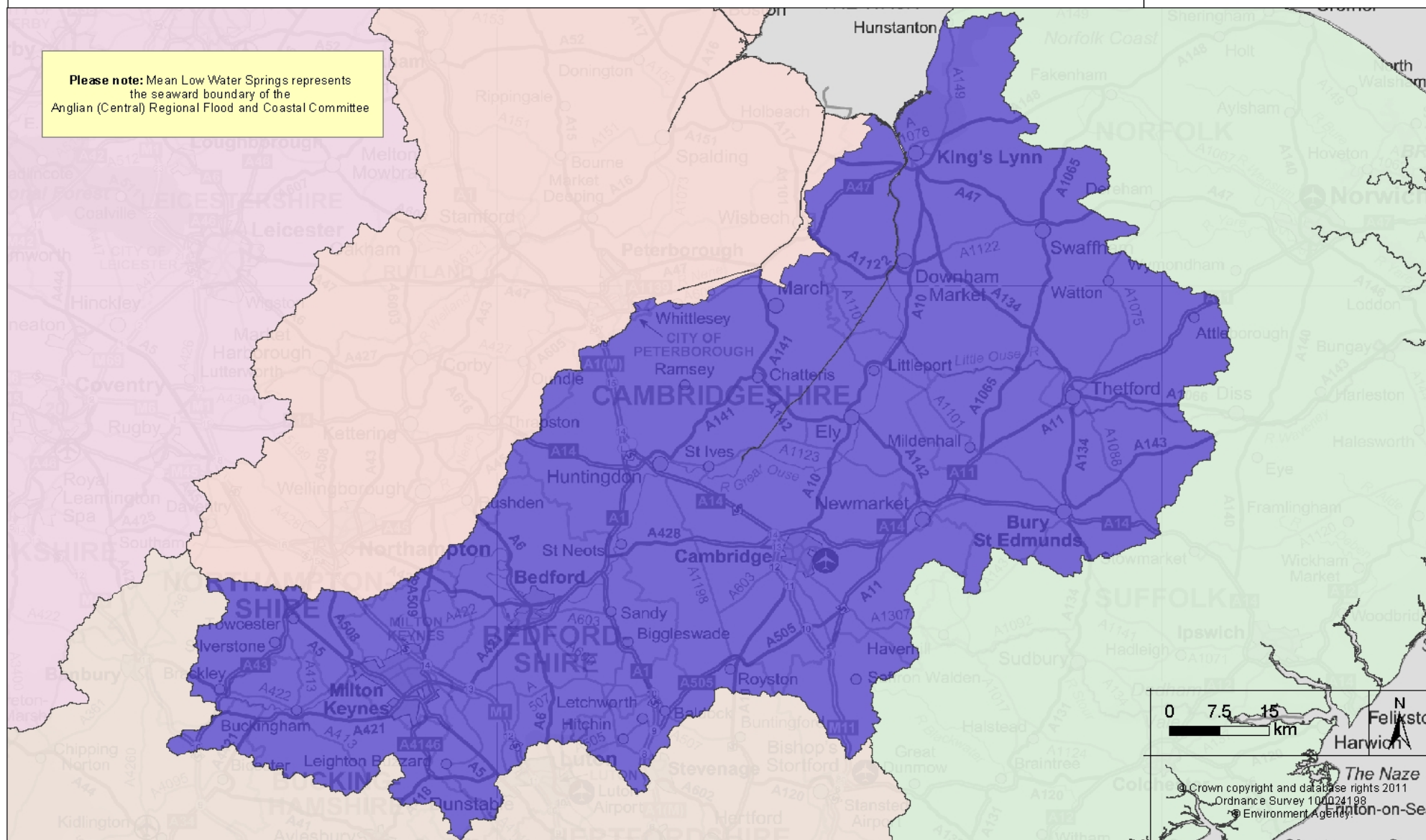
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva, Head of Procurement.
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Debbie Carter-Hughes, Interim Executive Director, LGSS Law
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Cathryn Rutangye
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk Communications and Marketing Manager
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Quinton Carroll
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green, Public Health

Source Documents	Location
RFCC Catchment Map – Appendix 1 ACRFCC consultation response – Appendix 2 National Strategy consultation response – Appendix 3	

Anglian (Central) Regional Flood and Coastal Committee



Please note: Mean Low Water Springs represents the seaward boundary of the Anglian (Central) Regional Flood and Coastal Committee



Submitted to **Variation to the Composition of the Anglian (Central) Regional Flood and Coastal Committee**

Submitted on **2019-06-17 12:24:02**

About You

1 To help us analyse the responses we receive we'd like to understand more about you and type of business you own, operate or represent. Please tell us if you are responding as an individual or on behalf of an organisation or group. Please select one answer only from the following options:

Responding on behalf of an organisation or group

Responding on behalf of:

Cambridgeshire County Council

Other:

2 Would you like to be kept up to date with this consultation?

Email:

julia.beeden@cambridgeshire.gov.uk

3 Can we publish parts of your response that are not personally identifiable?

Yes

4 Please tell us how you found out about this consultation:

From the Environment Agency

If other, please specify.:

Your views

5 Which option is your preference for the composition of the Anglian (Central) Regional Flood and Coastal Committee?

Option 2 - Better reflecting spread of Tax Base across Lead Local Flood Authorities.

Please provide further information to support your answer, if required. If neither, please suggest an alternative with associated rationale.:

This option better represents the spread of the tax base which is something that the council's do regularly discuss. If additional EA appointees are made this may reduce the chance that the committee is negatively affected when vacancies arise (as has happened previously).

6 Within both Options 1 and 2, there is the ability for the Lead Local Flood Authorities (LLFAs) involved to adjust their approach to the shared seats. Currently the voting seats rotate between LLFAs on an annual basis. A partnership approach, whereby one LLFA permanently represents multiple LLFAs, is employed successfully on other Regional Flood & Coastal Committees.

Other

Please provide further information to support your answer, if required.:

Our council is not currently affected by a shared seat so didn't want to put forward a strong view that might outbalance those that do and who should really be the ones to decide this. This approach should be left as optional to those with shared seats, rather than being adopted as the only approach for this committee. However if we were to ever have a shared seat on the Cental/Great Ouse Committee we are not sure that it would be our preference to go for what is being referred to as the 'partnership approach' at least without further information on how this works for other RFCCs. We imagine that the work needed behind the scenes to co-ordinate this approach would be quite time intensive if the LLFAs are not used to working together/agreeing on issues. Also it is the smaller LLFAs that have shared seats so if they effectively appear to give their seat to another council they may feel completely disconnected from the RFCC (e.g. never attending) which would reduce the value of the RFCC partnership when we discuss/agree any joint approaches. If the LLFAs with shared seats already work very closely together and they chose to go for a 'partnership approach' then that would work well and should be supported by the committee as their choice. i.e. it's not one size fits all.

If other, please specify.:

See response above.

7 Please let us know if you think there is anything else we should be considering?

Other considerations:

8 We would like your views on our proposal to change the name of the Regional Flood & Coastal Committee from Anglian (Central) Regional Flood & Coastal Committee to Anglian (Great Ouse) Regional Flood & Coastal Committee.

Yes

If other, please specify::

Please provide further information to support your answer, if required. :

We don't mind what is called (in practice people will probably still refer to the committee in the way they are most used to). However it makes perfect sense to name the committee after the catchment as our coverage is then very clear, not just to the Committee members, but to outside parties.

Other comments

9 We really value your feedback on our proposals. Please tell us if you have any further comments and provide as much information as possible to support your answer.

Further comments:

This form is very hard to use! Please could the comment boxes be longer so we can see what we have written and edit it more easily.

Consultation Response Form

Draft Flood & Coastal Erosion Risk Management National Strategy for England

We welcome your views on the Flood & Coastal Erosion Risk Management National Strategy for England. Please use this form if you are responding by email or post rather than online.

If you would like to respond online, please use this link: <https://consult.environment-agency.gov.uk/fcrm/national-strategy-public>

The consultation document and supporting evidence documents are also available using the link above. We would encourage you to read them. If you would like a hardcopy, please email us at FCERMstrategy@environment-agency.gov.uk or write to us at the address provided in the 'Returning your response' section below.

Please complete the questions and where there is a free text field, give as much information as possible to support your answer.

Returning your response

The consultation will run for 8 weeks from 9 May to 4 July 2019. Any responses we receive after this date will not be included in the analysis.

We would like you to use this form if you are not submitting your response online. You can return it by email to FCERMstrategy@environment-agency.gov.uk using the heading 'FCERM National Strategy Consultation'.

Please also use this email address if you have any questions regarding this consultation.

Or post your completed form to:

FCERM National Strategy Consultation
FCRM Strategy Team c/o Morena Staiano
Environment Agency
Horizon House
Deanery Road
Bristol
BS1 5AH

How we will use your information

We are running this consultation in accordance with our Privacy Notice. A copy of the Privacy Notice is provided at the end of this document and we would encourage you to read this.

The Environment Agency will look to make all responses received online via our consultation website publicly available during and after the consultation. We will not be publishing consultation responses which are received by email or post, unless you specifically tell us to do so.

We will not respond individually to responses. After the consultation has closed we will publish a summary of the responses on our website. We will not publish names of individuals who respond but we may publish the name of the organisation for those responses made on behalf of organisations.

In accordance with the Freedom of Information Act 2000, we may be required to publish your response to this consultation, but will not include any personal information. If you have requested your response to be kept confidential, we may still be required to provide a summary of it.

customer service line
03708 506 506

incident hotline
0800 80 70 60

floodline
03459 88 11 88

Section 1: About you

To help us analyse the responses we receive we'd like to understand more about you and, if applicable, the type of organisation and business you represent.

Please tell us if you are responding as an individual or on behalf of an organisation or group:
(Please select one answer)

☒ Responding on behalf of an organisation or group (representing collective views)

If you are representing collective views, please specify which organisation or group and what type it is, e.g. environmental group, business:

Cambridgeshire County Council (CCC)

Please continue to the next page.

Section 2: Introduction and setting the context

Q1. To what extent do you agree with the vision: A nation ready for, and resilient to, flooding and coastal change - today, tomorrow and to the year 2100? *(Please select one answer)*

- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

We consider that "A nation prepared for and resilient to flooding and coastal change" would be a better worded and therefore more memorable vision. The "today" and "tomorrow" element may be settling an unrealistic impression of the strategy since, as the National Strategy makes clear, we are neither resilient to flooding today or tomorrow.

While having a vision to 2100 is strongly supported, the strategy will not achieve this aim. The actions, which only take us up to 2030, would not in themselves be sufficient to enable this country to meet the vision given the threat of climate change and the scale of national policy and action change needed.

The following question relates to the strategic overview role of the Environment Agency. The relevant section within the draft strategy can be found on page 12.

Q2. To what extent do you agree with the Environment Agency's proposed strategic overview role as set out in the chapter 'setting the context for the draft strategy'? *(Please select one answer)*

- ☐ No agreement
- ☒ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☐ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

The strategy takes a different approach in setting out the Environment Agency (EA)'s role compared to other risk management authorities (RMAs) which leads to the section being misleading for communities/readers as explained in the following points.

The Environment Agency's strategic overview section (p12) does not explain what "operational" is in this context and the activities listed under operational make this ambiguous. The role of Lead Local Flood Authority (LLFAs) is a purely strategic one, it confers no operational functions in the sense that LLFAs operate any structures or make any decisions that affect flooding during an incident (LLFAs do not). The term "operational" is inappropriate in this context and we suggest it is changed, perhaps to "strategic responsibility" or "risk management responsibility".

The text about water companies needs improvement - we would suggest liaising with water companies to improve this paragraph.

Similarly, highways authorities are not responsible for all roadside ditches. This is only the case where the highway authority is also the landowner, which is not the case for the majority of highways (just as the EA is not the landowner for main rivers). Roadside ditches are generally the responsibility of the riparian owner i.e. the landowner adjacent to the highway. Lower tier authorities (i.e. district councils) retain permissive powers to undertake maintenance of roadside ditches.

It is also important to distinguish between the strategic role of RMAs and their emergency response role. The Civil Contingencies Act (CCA) was passed before the Flood and Water Management Act 2010 (FWMA) was drafted. It did not consider, nor does it specifically reference, flood risk management activities in assigning Category 1 responder roles other than for the Environment Agency. Upper tier authorities (county and unitary councils) do have a duty in the CCA to respond to emergencies and to fulfil certain roles (as do lower tier authorities), but these are not linked to their role as LLFAs. If an LLFA chose to delegate all of its functions under s13 of the FWMA the body to which it delegated them would not gain any responsibilities under the CCA. The reference to LLFAs being category 1 responders should therefore be amended.

Flood Risk Management Plans are referenced under LLFAs, but the EA has to prepare these as well.

The National Strategy must be more consistent in setting out RMA functions and more accurate about those functions. It is poor that there are errors and misleading statements in the basic descriptions of RMAs at this stage of our working relationships. CCC would recommend that partners are invited to draft the sections of the National Strategy relevant to their legal roles and functions - this would be a good example of partnership working.

Section 3: Climate resilient places

We are asking for views about all of the strategic objectives and measures, however please do not feel you must answer all of these questions. If you don't have views to share, please leave the question blank.

Q3a. To what extent do you agree with strategic objective 1.1: Between now and 2050 the nation will be resilient to future flood and coastal risks. Over the next year the Environment Agency will work with partners to explore and develop the concept of standards for flood and coastal resilience? (Please select one answer)

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

This (the first sentence) is an ambitious objective that CCC would support. It is unclear why the second sentence is also included in the objective text, as the objective should not be predicated on the idea of generating standards. Having standards in policy is not the same as actually achieving resilience on the ground. The second sentence is more of a means to an end, except that it does not align with measure 1.1.2.

We are supportive of the idea of robust resilience standards and look to learn from approaches taken in other countries (e.g. Natalia Moudrak's presentation at the Flood and Coast Conference with regards to the standards in Canada). We would note that it will be challenging to implement, reach and maintain resilience standards unless current funding levels, funding models and mechanisms change. For example, if a standard of protection is determined how does this affect the LTIS work and required investment?

Q3b. Please provide comments on the measures described under strategic objective 1.1, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 1.1 can be found on page 22 of the draft strategy document)

Strategic objective 1.1 should be the defining objective of the strategy and therefore it should be stated that every measure in the strategy contributes to it. In order to deliver resilience by 2050, there needs to be a way of determining the risk and understanding the opportunities to manage these as well as setting a standard to aim for. The measures set out under this objective do not on their own deliver the objective. As the devil is in the detail, CCC would like to see and be consulted on a clear set of actions proposed to help deliver this objective and the others in the strategy.

A decision needs to be made about whether the EA will work with partners to explore and develop the concept of resilience standards over the next year (as in strategic objective 1.1) or by 2022 (measure 1.1.2) and the measure updated accordingly. The timings of this imply that the appraisal guidance might be complete before the resilience standard is finalised which would not enable the guidance to reflect the outcome of the standard.

Measure 1.1.1: The appraisal guidance also needs to account for the different costs and economies of scale in delivering different forms of flood risk management to ensure that all sources of flood risk can achieve the resilience standard. Surface water schemes are inherently hard to deliver and in order for resilience from flooding to be achieved national and local investment decisions need to take more account of surface water.

Measure 1.1.2: The statement "the EA will also develop a suite of national tools that can be used in combination to deliver flood and coastal resilience in places" should be its own measure with timescales.

Q4a. To what extent do you agree with strategic objective 1.2: Between now and 2050 risk management authorities will help places plan and adapt to flooding and coastal change across a range of climate futures? *(Please select one answer)*

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

Objective 1 and 2 are very similar and it might be helpful to combine them or elevate the status of objective 1 to make it sit above all other objectives.

Q4b. Please provide comments on the measures described under strategic objective 1.2, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 1.2 can be found on page 26 of the draft strategy document)

Agree with the measures, with the following comments:

With regards to measure 1.2.2, this is fine, but not enough is being done at present to promote the current picture and evidence. The evidence is already very strong. It does not matter how good the evidence is if it only talked about by scientists and if the details are not promoted enough to wider society.

It will be necessary to find methods by which adaptive measures can be tested / measured. At present it is not easy to quantitatively test surface water management or ordinary watercourse interventions.

Adaptive approaches should also feature in Flood Risk Management Plans for all RMAs.

Q5a. To what extent do you agree with strategic objective 1.3: Between now and 2030 all those involved in managing water will embrace and embed adaptive approaches to enhance the resilience of our environment to future flooding and drought? *(Please select one answer)*

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

While the National Strategy is not an appropriate place to set objectives for water resource management there is a need for more emphasis in the strategy about holistic water management and delivery of multiple benefits as part of flood schemes. This should not just be left to 'working with natural processes' case studies to explain. A more integrated water approach was expected given that this best practise approach is becoming more mainstream and that one of the strategy working groups was called "putting water at the heart of decision making".

The content of this section is largely focussed on natural processes in flood risk management, there is little mention of water resources or water companies. The section text should ideally be strengthened as discussed in response to 5a.

Strengthening should include reference to sustainable drainage systems (SuDS), which are an ideal adaptive measure for flood risk management.

Q5b. Please provide comments on the measures described under strategic objective 1.3, and tell us about any additional measures you think there should be, and who could implement them.

Ideally MHCLG would also work with the EA on this so that measures can also be introduced to link holistic water management to planning.

The measures are not specific so it is not clear what exactly is intended to be delivered.

Measure 1.3.2: Is there an opportunity to work more closely with other parts of government on developing and updating agricultural policy as well as just working with farmers?

Measures 1.3.2: Agriculture is an important area in flood risk management. There are however many partners already working with farmers such as Catchment Partners, some water companies and Natural England. There is no sense in duplicating this work. Farmers will have adapted to working with the organisations already leading in this field, so a partnership approach to flood risk management liaison would be better than the EA starting afresh.

New measures:

- From 2020 all RMAs will promote water as a resource
- By 2026 FRMPs and RBMPs will be joined up and all RMAs will address and manage water as a resource in their flood risk management strategies and in the delivery of their work.
- The EA and other RMAs will work together with other professional organisations to develop guidance on design and construction of natural flood risk management (NFM).
- RMAs will work together to investigate how the benefits of NFM can be easily assessed including how they can be accommodated in hydraulic models or simpler benefit calculation tools.
- The EA will work with partners to develop simpler funding mechanisms for SuDS and small NFM projects.

Q6a. To what extent do you agree with strategic objective 1.4: Between now and 2030 risk management authorities enhance the natural, built and historic environments so we leave it in a better state for the next generation? (Please select one answer)

☐ No agreement

customer service line
03708 506 506

incident hotline
0800 80 70 60

floodline
03459 88 11 88

- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

We are strongly supportive of the government's ambition - as set out in the 25 Year Environment Plan - to leave the environment in a better state for the next generation. Ideally, the objective should be set in the context of flood risk management schemes.

Q6b. Please provide comments on the measures described under strategic objective 1.4, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 1.4 can be found on page 30 of the draft strategy document)

Measures could include making the funding mechanism for Flood Defence Grant in Aid (FDGiA) more flexible to work with other funding mechanisms where there are multiple partners delivering multiple objectives (for instance, single assurance routes for multiple public funds).

Defra/Environment Agency need to consider guidance and funding for schemes that deliver optimal benefits to the nation/environment as a whole, as opposed to only funding schemes that optimise flood risk management outcome measures. There may be schemes that can deliver many benefits across a number of sectors, but may cost more, or, to deliver the most benefits for the funding available, may need to reduce the outcome measures to maximise other outcomes. Conversations about these options are rare, as strategic decisions are usually predicated on delivering Outcome Measures due to this generating the most funding. A more strategic and environmentally holistic approach would help to deliver the National Strategy's ambitions for sustainable place-making.

Q7a. To what extent do you agree with strategic objective 1.5: Between now and 2030, risk management authorities will use funding and financing from new sources to invest in making the nation resilient to flooding and coastal change? *(Please select one answer)*

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)

- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

Agree that new funding sources are needed.

In order for new funding and financing models to be viable, the EA and Defra will need to be less risk averse when considering innovative funding opportunities.

Q7b. Please provide comments on the measures described under strategic objective 1.5, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 1.5 can be found on page 31 of the draft strategy document)

Measure 1.5.1: We would welcome development of green finance as a method of investment.

Measure 1.5.2: Agree we need to test the feasibility of upfront financing for adaptive approaches. Upfront funding for other means already takes place via local government and PFI schemes and experience from these can already be pulled together to make a decision about whether or not to pursue this for flood risk.

Forward funding is not uncommon for upper tier authorities who may already do this for the building of public buildings like schools. However this process works best when this is a statutory duty (as with schools); when land is in public ownership; and if there is a guarantee that the scheme will present value for public money (i.e. the forward funding body will see its investment paid back). This may mean that it is easier to invest in infrastructure in places with high land values and less easy to do so in areas of deprivation.

It would help if the EA could borrow funds in the same way as local government.

In practice this would need planning and finance teams to work very closely together. Community Infrastructure Levy (CIL) regulations must be allowed to enable pooling of funds for infrastructure investment.

Private finance initiatives have been used to build important elements of infrastructure such as hospitals. These can often lead to a very high quality development but also to significant interest rates having to be paid by the organisation that has to repay the PFI borrowing.

Through measure 1.5.1 government and the EA need to come up with appropriate incentives to encourage more business-led financing, for example encouraging expenditure in return for reductions in taxation.

Private business and agriculture both have a large part to play and need to be more involved. A range of mechanisms for encouraging or mandating this need to be investigated in partnership.

Section 4: Today's growth and infrastructure - resilient to tomorrow's climate

We are asking for views about all of the strategic objectives and measures, however please do not feel you must answer all of these questions. If you don't have views to share, please leave the question blank.

Q8a. To what extent do you agree with strategic objective 2.1: Between now and 2030 all new development will contribute to achieving place based resilience to flooding and coastal change?
(Please select one answer)

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☐ Strong agreement (I can support it)
- ☒ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

Given that the pressures of climate change that are already affecting us, it is nonsensical to build new properties that are not resilient to flooding.

The statement about 99.4% of planning applications being decided in line with EA advice is slightly misleading as it doesn't take account of homes in surface water flood risk areas. LPAs should be required to report whether or not they decided planning applications against the advice of LLFAs. Cambridgeshire has reviewed past LLFA responses and the planning decisions made, and an average of 18% of applications are being decided against LLFA advice every year. This is based on data from 2015-2017 with 2018 showing that the same trend is likely once all the planning applications from that year are concluded.

On page 5 and 17 there is a statement that 'we are likely to see the number of properties built on the flood plan almost double by 2065'. CCC is under the impression that this statement hides several factors that need to be explained in the document. For example if the statement relates to development in Internal Drainage Board managed fens that are well protected and managed, or in London, or includes the expectation that climate change will increase the extent of the flood zones, this needs to be detailed in a caveat. Otherwise this is a contradiction in what the strategy is aiming to achieve. It recognises that properties already exist in harm's way and yet it suggests that development will continue to be permitted in these high-risk areas placing more properties in harm's way.

The consequence of properties at risk of flooding is not just the risk and cost of damage to these properties, it also means that flood defences have to be maintained (via public money) and emergency responders are put under more pressure to ensure the safety of residents in these developments during a flood emergency. Where development in a flood plain is unavoidable, including those water compatible businesses determined through the NPPF sequential test, these should be required to provide innovative solutions that adequately allow space for water and expected increases due to climate change.

Q8b. Please provide comments on the measures described under strategic objective 2.1, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 2.1 can be found on page 34 of the draft strategy document)

Measure 2.1.1 is already undertaken by most LLFAs but, especially for those county councils with a large number of local planning authorities, they would appreciate additional support with this. Investment in skills for planners and LLFA teams is dearly needed.

Measure 2.1.2 LLFAs may need training to assist with this and it would also help if legislation was a bit more specific in order to support LLFAs in this role. If local planning authorities (LPAs) or LLFAs were obliged to report on how many applications are approved despite LLFA objection, and if the wording of the Planning Act could be made more specific to ensure that LLFAs are a cited formal consultee on Local Plans (not just the upper tier authority as a whole) this would encourage policy planners to engage earlier and better with LLFAs. While the fact that LLFAs are not cited as a formal consultee on Local Plans may be a minor point in terms of planning wording, it does mean that LLFAs responses are not always taken seriously enough and that many upper tier LLFAs are not able to resource this area of work at all.

There would need to be consideration of how adaptive approaches can apply to new developments, especially with regards to who would be responsible for delivering any adaptation and maintaining any adaptive features. Most developments are not actively managed once they are built and sold and site components are often managed by a number of different people and organisations.

Q9a. To what extent do you agree with strategic objective 2.2: Between now and 2030 all new development will seek to support environmental net gain in local places? *(Please select one answer)*

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

We are supportive of this objective. It needs embedding in legislation to ensure developers adhere to its requirements.

Q9b. Please provide comments on the measures described under strategic objective 2.2, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 2.2 can be found on page 35 of the draft strategy document)

The measures are not strong enough to deliver the strategic objective.

While CCC agrees with the objective it will be challenging to deliver against these measures unless there is unified government support. It can already be hard to make flood risk management schemes cost viable, especially surface water schemes, without these additional environmental costs. If the public sector will struggle to deliver environmental improvements then the private sector will too, so clear policy will be needed.

There will be a resource and cash cost associated with measures 2.211 and 2.2.2 so funding and training for this will need to be found.

Q10a. To what extent do you agree with strategic objective 2.3: Between now and 2030 all risk management authorities will contribute positively to local economic regeneration and sustainable growth through their investments in flooding and coastal change projects? (Please select one answer)

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

CCC understands what the EA is trying to achieve here but does not think the wording is right. We would prefer to see an objective that promoted economic benefits in all flood and coastal change projects, for instance "By 2030 all flood and coastal change projects will contribute positively to local and national economies".

There will be a cost associated with this (in training staff as well as in delivery). It is already difficult to make many flood risk management projects, especially surface water management schemes, cost viable (with current funding criteria).

Q10b. Please provide comments on the measure described under strategic objective 2.3, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 2.3 can be found on page 38 of the draft strategy document)

Supportive. CCC also proposes further measures:

The EA will undertake research into the flood and coastal change factors that affect local economies

RMA's will identify ways in which flood and coastal infrastructure project funding can account for local economic benefits

Government and the EA will imbed these findings in the partnership funding allocation rules along with measures to support wider national economic benefits

Q11a. To what extent do you agree with strategic objective 2.4: Between now and 2050 places affected by flooding and coastal change will be 'built back better' and in better places? *(Please select one answer)*

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

Ideally (in order to gain complete agreement) this would be implemented before the end of the Flood-Re scheme. This is an area where major change is needed and would make a huge difference to flood risk and flood damages in the UK. It is very important that the insurance industry's approach to building back is updated to ensure they 'build back better'.

Q11b. Please provide comments on the measures described under strategic objective 2.4, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 2.4 can be found on page 39 of the draft strategy document)

Behavioural norms and changes cannot be properly assessed and understood without engaging with appropriate professionals, groups and people that represent the communities that need to change. Part of the change needs to come from homeowners and businesses to adapt their premises, in the way they have to prevent burglary. CCC would like to see more measures that help to deliver a built back better culture. For instance:

The EA will pull together or undertake new research into how to deliver the behaviour changes required of home and business owners to adapt their premises to be flood resilient.

The EA will investigate the opportunities to use FDGiA to support 'build back better' and implement changes to the funding allocation rules

The EA and RMAs will promote the benefits of "build back better".

Q12a. To what extent do you agree with strategic objective 2.5: Between now and 2030 all flooding and coastal infrastructure owners will understand the responsibilities they have to support flood and coastal resilience in places? *(Please select one answer)*

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☐ Strong agreement (I can support it)
- ☒ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

Strongly agree. This section is well written and acknowledges the different scales of both infrastructure and infrastructure owner.

The issue of riparian ownership needs greater consideration, better national communications and a recognition by government that riparian infrastructure can have a significant impact on both local flood risk and local RMA resources. More work needs to be done in this area. Many residents do not have the awareness, expertise or funding to manage flood risk assets or structures.

Could it be made clear in the text that this includes bodies that are not an RMA but who still have infrastructure that impacts on flood risk (e.g. Network Rail whose rail embankments often create defacto defences and also have drainage culverts under them). Organisations need to consider not just the flood risk affecting their own infrastructure but how their infrastructure affects others.

Q12b. Please provide comments on the measures described under strategic objective 2.5, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 2.5 can be found on page 41 of the draft strategy document)

CCC would like to see a measure that directly addresses the issue of flood risk management infrastructure in private ownership, considering national awareness raising and providing education and training to private owners. Ideally there should also be consideration of (and therefore a measure for) who the most appropriate asset owner is for significant infrastructure and how to apply standards of resilience (see Objective 1.1) to private assets.

The EA is directly funded for maintenance of flood risk management assets, however LLFAs, coastal authorities and private owners do not receive direct funding for maintenance. This will impact on levels of maintenance, lifetime of assets and certainty around standards of protection as well as constructing new flood risk management assets (as they become a maintenance burden). CCC acknowledges that those responsible for the infrastructure playing the greatest role in flood risk management should be funded. However given the significant risk in some places related to riparian owned assets and the huge resource burden on RMA time to try to facilitate improvements, CCC would like to see research undertaken to look at whether it would be more equitable for all flood risk management infrastructure to be considered for maintenance funding based. The approach should be based on risk and be irrespective of the owner or responsible body.

Q13a. To what extent do you agree with strategic objective 2.6: Between now and 2050 the Environment Agency and risk management authorities will work with infrastructure providers to ensure all infrastructure investment is resilient to future flooding and coastal change? (Please select one answer)

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☐ Strong agreement (I can support it)
- ☒ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

-

Q13b. Please provide comments on the measures described under strategic objective 2.6, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 2.6 can be found on page 43 of the draft strategy document)

Measure 2.6.1. We need to work with government as well as infrastructure providers to ensure infrastructure investment is resilient.

Delivery of this objective will be contingent on establishing a standard of resilience that infrastructure needs to meet. Given the greater number of people affected by infrastructure failure, it may be appropriate to set a higher standard of resilience for infrastructure.

CCC would like to see measures that support the understanding and assessment of the risk to infrastructure and the impacts that it has on communities and the economy. For instance:

The EA and RMAs will work with infrastructure providers to assess and map the risks of flooding and coastal change to infrastructure, the impacts that risk has on communities and the economy and the impacts that loss of infrastructure has during incidents.

This assessment will need to include identifying the communities affected by the loss of infrastructure even where they may not otherwise be affected by flooding and the impacts of, for example, losing electricity that powers pumps or mobile signal needed for provision of information. The maps should be and available for use in Flood Emergency Plans. Measures to address the impacts could then be identified and included in Flood Risk Management Plans.

CCC would also like to see measures that make requirements on owners and operators of key infrastructure to ensure their infrastructure meets minimum standards of resilience.

Please continue to the next page.

Section 5: A nation of climate champions, able to adapt to flooding and coastal change through innovation

We are asking for views about all of the strategic objectives and measures, however please do not feel you must answer all of these questions. If you don't have views to share, please leave the question blank.

Q14a. To what extent do you agree with strategic objective 3.1: Between now and 2030 young people at 16 should understand the impact of flooding and coastal change, but also recognise the potential solutions for their place, and opportunities for career development? *(Please select one answer)*

- ☐ No agreement
- ☒ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☐ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

A clearer syllabus in this area with useful material would be helpful for, and has been requested by, teachers. Recent climate news and protests demonstrate that many young people do already have good awareness of climate change; underpinning this within the formal education system would help ensure even more young people become aware and better informed. While this strategic objective is critically important for the long term we also feel that action is needed to engage other age groups. We all have a role to play. We need to raise awareness with people who:

live at risk of flooding but aren't aware.

don't live at risk of flooding today but may move to a flood risk area in future.

don't live at risk of flooding but may be able to support local communities who do.

The timescale is disappointing as this objective will take more than a generation to educate the nation and on its own it is unlikely to have a significant impact on the awareness of the nation.

Neither this objective, nor any of the others proposed, will create a nation of climate champions. Far more detailed proposals are required to meet this aim.

Please continue to the next page.

Q14b. Please provide comments on the measure described under strategic objective 3.1, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 3.1 can be found on page 48 of the draft strategy document)

Assuming the objective remains the same, CCC suggests that more proactive and engaged methods are needed to raise awareness. For instance:

RMA's will work with partners to deliver and maintain a national social media campaign on flood risk and climate change impacts and tailored social media campaigns for specific flood risk areas.

Q15a. To what extent do you agree with strategic objective 3.2: Between now and 2030 people will understand the potential impact of flooding and coastal change on them and take action? (Please select one answer)

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

If the objective was reworded to "Between now and 2030 people will understand the potential impact of flooding and coastal change on them and they are supported to take appropriate action" this would be more measurable. It would also take in account that communities need to be empowered to take action and it may not always be in their power to deliver the actions that are needed e.g. with coastal erosion.

Understanding flood risk is a key part of this, but the National Strategy must go beyond just telling people about risk, as this alone will not develop a nation of climate champions or self-actors. Significantly, more direct engagement is needed to move not just to 'understanding' but from 'understanding' to 'taking action'. This will require significant extra resources across RMA's.

'Taking action' is not just about protecting oneself but also about doing your bit (e.g. as a landowner or neighbour) to ensure you are supporting your community and not making flood risk worse. This could be doing your riparian maintenance but also supporting others with post-flooding trauma.

The recognition of the mental health impacts of flooding, in all ages of people, is very important and we would like to see this followed up with some related measures as suggested in Q16b.

Q15b. Please provide comments on the measures described under strategic objective 3.2, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 3.2 can be found on pages 49 and 50 of the draft strategy document)

The measures here are quite specific and limited and they need to be stronger and more wide reaching in order to engage with and empower communities.

The first two suggested measures below are intended to cover working with people to make them realise that they can all make flood risk better or worse by their local actions. This includes actions like not blocking drains with fly tipping, litter, fats, oils, greases or building materials and by undertaking any riparian responsibilities that they have or helping others to do so. The third new measure is about pulling together the complete picture for everyone to understand.

New measure: By end of 2020 the Environment Agency and other RMAs will work with government and the Law Society to raise awareness of flood risk nationally and the roles that individuals play in managing that risk, whether as those with riparian responsibilities or just responsible community members.

New measure: By 2021 the Environment Agency and other RMAs will work with government to raise awareness of flood risk nationally and the roles that businesses play in that risk, whether as riparian owners or just responsible members of the community.

New measure: By 2022 all RMAs will be working with government nationally to improve all communities understanding of the links between flood risk, severe weather, climate change, carbon emissions and the daily actions of individuals.

New measure: By 2030 community flood groups will have been established in all communities at significant risk of flooding and these groups will have developed and tested local flood plans with the support of the EA and risk management authorities.

Also see new mental health measure suggested for objective 3.3

Q16a. To what extent do you agree with strategic objective 3.3: Between now and 2030 people will receive a consistent and coordinated level of support from all those involved in response and recovery from flooding and coastal change? *(Please select one answer)*

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)
- ☐ Strong agreement (I can support it)
- ☒ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

customer service line
03708 506 506

incident hotline
0800 80 70 60

floodline
03459 88 11 88

The text in the section relating to this objective should recognise that planning for and response to surface water flooding is quite fragmented across England, and needs addressing as a matter of urgency. The text “The planning for and response to surface water flooding is led by lead local authorities” is incorrect.

LLFA’s work primarily is about mitigating flood risk. While most LLFAs will play some role in response to surface water flooding not many currently play a formal role in planning for a flood event or in the response to an event. These activities are still very much lead by Local Resilience Forums and emergency planners. The role of the LLFAs in emergency planning and response varies hugely from council to council. It is also worth noting in the strategy that compared to river and sea flooding it is difficult to plan for surface water flooding given the lack of clear warning for local communities.

Q16b. Please provide comments on the measures described under strategic objective 3.3, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 3.3 can be found on page 51 of the draft strategy document)

Measure 3.3.1 here is assumed to be talking about roles in response to surface water flooding. If it is then CCC supports this but it should be reworded to:

Measure 3.3.1 to: By 2021 the Environment Agency will work with government, RMAs and emergency responders to clarify roles in relation to planning for and response to surface water flooding.

If the measure is actually talking more generally about responsibilities for all elements of managing surface water flood risk then this needs to be amended and this current measure put elsewhere in the strategy.

We wonder if measure 3.3.3 should be a bit clearer re which organisations you are talking about and perhaps edited to: By 2025 the Environment Agency will work with government, emergency responders, the insurance industry, charities and the private sector to better join up the organisations involved in providing incident response and recovery to provide a consisted and coordinated service.

CCC considers that RMAs should investigate whether it is possible to have other methods for public flood warnings for those not covered by the EA’s flood warning service e.g. communicating weather warnings for those vulnerable to surface water or for those that might not be flooded but might be affected by flooding due to isolation, road closures etc.

New measure relevant to objective 3.2 and 3.3: By the end of 2020 the EA will work with Public Health England and the Association of Directors of Public Health and other relevant parties to raise awareness of the impact of flooding on mental health and to develop plans for rapid support and interventions in the early stages of community recovery following flood events.

Q17a. To what extent do you agree with strategic objective 3.4: Between now and 2030 the nation will be recognised as world leader in managing flooding and coastal change, as well as developing and attracting talent to create resilient places? (Please select one answer)

- ☐ No agreement
- ☐ Some limited agreement (I can agree in part, but not entirely)
- ☐ Basic agreement (I can live with it)

- ☒ Strong agreement (I can support it)
- ☐ Complete agreement (I can support it wholeheartedly)
- ☐ I don't know
- ☐ Not applicable

Please explain your answer:

CCC supports this objective and considers that leadership requires significant investment across the sector, not just in talent and standards. The discussion about this objective only considers how professional talent will be improved and standards established. In order to become a world leader in flood risk management the nation will need to also invest world leading, or at least substantially more, funds in this sector. Without more investment it is hard to see how the nation can become a world leader.

Q17b. Please provide comments on the measures described under strategic objective 3.4, and tell us about any additional measures you think there should be, and who could implement them.

(The measures for strategic objective 3.4 can be found on page 53 of the draft strategy document)

Measures 3.4.1 is a bit vague on who or what you are intending to target. There is a question as to whether this relates to the communities' use of flood resilience products, the insurance industry's or developers. We would suggest there is also a measure to say that by 2022 the Environment Agency and RMAs will use flood resilient measures that have been tested and assured by standards setting organisations (i.e. that have a kite mark).

In measure 3.4.2 'will influence' makes it unclear what you are expecting to achieve by when. It should be changed to "will have influenced", either in 2025 or say 2027. This is because the current date on measure 3.4.2 is too far in the future to just have started influencing higher and further education given that we have skills shortages now. The work needs to be complete as soon as possible. LLFAs and the Environment Agency (Paul Cross' team) are already looking to develop new courses for the sector.

Section 6: Any other comments

Q18. Please provide any other comments:

Action plan

Given that the action plan is going to be absolutely key to the delivery of the strategic objectives and that it is expected that the actions will span all RMAs it is important that RMAs are involved in the drafting of the plan.

Resilient places and infrastructure

CCC welcomes the strategy seeking to work with the growth agenda rather than against it, which makes it more achievable. A place-based approach where required outcomes (not outputs) and guiding principles

can be interpreted and applied appropriately allows local partners to deploy the most appropriate and innovative means to deliver. This recognises that local places work differently and that 'one size fits all' is not the most effective or efficient way to achieve the desired outcome. It is essential that the outcomes are enshrined in policy and legislation to ensure local decision makers can be held to account.

CCC would like to see an objective in the strategy that supports the development of a culture of resilience by design, so that all projects, programmes, developments and interventions adopt climate resilience measures, in the same way that energy efficiency is undertaken by design. This would reduce the reliance on consultations to ensure best practice is followed (reducing EA resources) and would mean schemes that aren't consulted on still adopt these practices.

Delivering a successful flood strategy requires commitment across government; it cannot just be an EA or Defra issue. In order to ensure that development can and does bring forward the needed levels of resilience and environmental improvement the government must find a way to ensure consistent policy development between departments to support the building industry and national infrastructure providers to do so. The lack of join up means that currently it is easy for bad practise to develop. Without consistency, the costs of either resilience or the fallout from flooding will fall very unevenly and some development phases, developers, councils or residents will end up picking up the whole bill. At present even Homes England and the Housing Infrastructure Fund are not sufficiently funded to deliver the resilience that this country needs. We therefore fully support the aim for cross-Whitehall recognition of the need to invest in flood and coastal erosion risk management.

Local Industrial Strategies are an example of where a joined up approach is needed but is not often being realised. Too few of them have references to environmental issues and opportunities.

Environmental issues:

CCC supports a valuing Natural Capital approach to developing wider environmental resilience e.g. using upland moors to retain water ('slow the flow'), reduce soil erosion, increase biodiversity and the landscapes resilience to climate change and reduce flood risk elsewhere. The strategy recognises biodiversity and wider environmental net gain but makes insufficient references to wider water and environmental management benefits. This is disappointing given that 'putting water at the heart of decision making' was one of the working groups and that partners are hoping for a more joined up approach to River Basin Management Plans and Flood Risk Management Plans in this cycle.

Partnership:

The National Strategy continues with a very top down approach and while this, and the need to devolve funding for other partners to take stronger roles, is understood, it is not the ideal way to create a climate resilient country or nation of climate champions. The strategy is clearly written from an EA perspective. Addressing the gaps in the delivery of surface water flood risk management and the challenges that LLFAs have in accessing funding would be a useful step towards creating a resilient nation.

Resilience vs protection:

The shift from protection to resilience is going to be challenging for communities. The roles of government and local government in promoting and delivering on this message need to be made clear.

General:

The text describing the sections is often very well worded so it is a shame for some very basic mistakes plus some weak objectives and measures to let this down. By addressing the points made in this response we believe that strategy can be strengthened and become a strong leading partnership strategy for the flood and water sector.

It is very hard to find and reference sections in this document; it would be much better if each section was numbered. This would also help to break up the document.

END OF CCC RESPONSE

Section 7: Strategic Environmental Assessment Environmental Report

CCC is not commenting on the SEA.

FINANCE MONITORING REPORT – July 2019

To: **Economy and Environment Committee**

Meeting Date: **19 September 2019**

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

Electoral division(s): **All**

Forward Plan ref: **Not Applicable** *Key decision:* **No**

Purpose: **To present to Economy and Environment Committee the Finance Monitoring Report (FMR) for Place & Economy Services as at the end of July 2019.**

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

Recommendations: **The Committee is asked to:-**

- **review, note and comment upon the report**

<i>Officer contact:</i>	
Name:	Sarah Heywood
Post:	Strategic Finance Manager
Email:	Sarah.Heywood@Cambridgeshire.gov.uk
Tel:	01223 699714

1. BACKGROUND

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the report, budget lines that relate to the Economy and Environment Committee have been shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the Place & Economy Services Finance Monitoring Report for 2019/20 as at the end of July 2019.

Revenue

- 2.2 Place and Economy as a whole is forecasting a bottom line underspend of £2.4m.

The main explanations for this are:-

- Street-lighting: The forecast underspend of £328K is mainly due to an energy rebate relating to previous years but although there is some uncertainty about future energy costs and some legacy issues which mean the forecast may change.
- Bus Lane Enforcement and Parking Enforcement: a £650K over-achievement of income is forecast and is being closely monitored.
- Waste Management: A breakdown in the Mechanical and Biological Treatment plant meant that no waste was processed this financial year until 7th May and once the agreed threshold within the contract with Amey was exceeded the contractor was responsible for the landfill tax – creating an underspend of around £1.25m. Offsetting this is a pressure due to delays in the implementation of the planned contract savings of about £75K per month. In addition, the one-off implementation costs of the van and trailer permit scheme will be £100K. The net impact of these three factors is that waste is forecasting a £890K underspend.
- Highways Development Management are forecasting to generate £494K of additional income in excess of costs.

Capital

- 2.3 The revised capital budget for 2019/20 reflects the carry-forwards of funding from 2018/19 and the agreed re-phasing of schemes. The forecast now shows slippage of £16.7m on King's Dyke to reflect the re-procurement which is underway, and there is some slippage on other schemes which is explained in more detail in the new Appendix 7 "Commentary on Capital Expenditure".

Performance

- 2.4 General Purposes Committee confirmed that the performance update would no longer be part of the Finance Report but would be a separate report presented to Service Committees on a quarterly basis. However, the vacancy, tree and LHI activity data continues to be reported on within the Finance Monitoring Report.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

There are no significant implications for this priority.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

- Resource Implications –The resource implications are contained within the main body of this report.
- Statutory, Legal and Risk – There are no significant implications within this category.
- Equality and Diversity – There are no significant implications within this category.
- Engagement and Communications – There are no significant implications within this category.
- Localism and Local Member Involvement – There are no significant implications within this category.
- Public Health – There are no significant implications within this category.

Source Documents	Location
None	

Place & Economy Services**Finance Monitoring Report – July 2019****1. SUMMARY****1.1 Finance**

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

2. INCOME AND EXPENDITURE**2.1 Overall Position**

Forecast Variance - Outturn (Previous Month) £000	Directorate	Budget 2019/20 £000	Actual £000	Forecast Variance - Outturn (July) £000	Forecast Variance - Outturn (July) %
0	Executive Director	286	171	0	0
-1,037	Highways	19,634	4,502	-1,042	-5
-33	Passenger Transport	7,081	1,025	-46	-1
-813	Environmental & Commercial Services	38,348	3,094	-873	-2
-493	Infrastructure & Growth	2,044	615	-487	-24
0	External Grants	-15,293	-1,639	0	0
-2,376	Total	52,101	7,769	-2,448	-5

The service level budgetary control report for July 2019 can be found in [appendix 1](#).

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

2.2 Significant Issues**Waste Private Finance Initiative (PFI) Contract**

Due to breakdowns at the Mechanical Biological Treatment (MBT) facility, no waste was processed in this financial year until 7th May. As the waste takes 6 to 7 weeks to complete the MBT composting process, this has resulted in a significant reduction

in our expected landfill tax spend based on performance information up to the end of July. Whilst we still await data from the following months to tell us how the plant performs for the remainder of the financial year, this has resulted in an underspend of around £1,250,000.

Offsetting this, the budget was based on a set of contract savings being agreed with our PFI contractor and implemented by 1st April 2019. This has not yet occurred and it is now expected that the contract changes will not come in to effect until at least September. Whilst some agreed savings have already been implemented, there will be a pressure of approximately £75,000 for every month completion of the contract change is delayed.

Following agreement at the Highways and Infrastructure committee to implement a van and trailer permit scheme at the Household Recycling Centres (HRCs), there will be additional one-off costs of approximately £100,000.

The above three elements combine to form an underspend of around £890K at present. Although this forecast could change due to MBT performance and the impact of any planned maintenance.

3. BALANCE SHEET

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

Delivering the Transport Strategy Aims - Cycling Schemes

Expenditure for a number of cycling schemes, this year, will be less than the amount budgeted:-

- Fenstanton to the Busway

Due to the need to work through a statutory process relating to changing a permissive footpath to a public bridleway by means of a 'Creation Order' this will delay the scheme's delivery and hence £100k will be spent in this financial year, and £100k in 20/21.

- Rampton to Willingham

It was originally planned to make some surface improvements to a quiet road that traverses through The Irlams. The condition of the route is such that much more than £100k is required to do this and thus a scheme will not be delivered at this time.

- Girton to Oakington (funded by S106 from Northstowe)

Widening and improving the existing shared use path is likely to involve piping lengths of open ditch and in other areas sheet piling. This requires more complex design and certain approvals to be obtained. This means a lengthier design phase and hence expenditure in this financial year being lower than first anticipated.

Operating the Network

Signals - C233 Cherry Hinton Rd Cambridge (At Queen Ediths Way / Robin Hood junction)

Projected £575k underspend in 2019-20.

Work on this scheme has been delayed as a nearby cycle scheme has been pushed back to start January 2020. With the Highways site so close work will begin after this work is completed. The current plan is to construct from April 2020 onwards. The revised outturn is based on work to complete modelling and get the scheme to construction ready level.

King's Dyke

Following the E&E committee decision on 15th August to re-tender the construction contract for Kings Dyke the profile has been updated to reflect this. The forecast outturn for 2019/20 is now currently estimated at £570k.

Scheme Development for Highway Initiatives

£1m was originally awarded to fund potential new schemes. This funding will be used over a number of years for this work, so some of the funding has been deferred to future years.

Funding

A further grant have been awarded from the Department for Transport since the published business plan, this being Pothole grant funding 19/20 (£0.802m).

A new grant has been awarded in 19/20 (£0.560m) via Highways England through the Department for Transports (DfT) Designated Funds Programme providing a contribution to the feasibility, design and delivery of the Northstowe Heritage Facility.

All other schemes are funded as presented in the 2019/20 Business Plan.

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

APPENDIX 1 – Service Level Budgetary Control Report

Place & Economy Service Level Finance & Performance Report

Finance & Performance Report for P&E - July 2019

Forecast Outturn Variance (June)		Budget 2019/20	Actual July 2019	Forecast Outturn Variance	
£000's		£000's	£000's	£000's	%
Executive Director					
0	Executive Director	286	171	0	0%
0	Executive Director Total	286	171	0	0%
Highways					
0	Asst Dir - Highways	157	53	-0	0%
150	Local Infrastructure Maintenance and Improvement	6,085	1,767	150	2%
-153	Traffic Management	-95	230	-150	-159%
-50	Road Safety	528	200	-50	-9%
-329	Street Lighting	10,086	2,471	-328	-3%
-5	Highways Asset Management	407	61	-14	-3%
-650	Parking Enforcement	0	-629	-650	0%
0	Winter Maintenance	2,125	221	0	0%
0	Bus Operations including Park & Ride	340	127	-0	0%
-1,037	Highways Total	19,634	4,502	-1,042	-5%
Passenger Transport					
20	Community Transport	2,239	489	20	1%
-53	Concessionary Fares	4,843	536	-66	-1%
-33	Passenger Transport Total	7,081	1,025	-46	-1%
Environmental & Commercial Services					
0	Asst Dir - Environment & Commercial Services	135	15	-0	0%
0	County Planning, Minerals & Waste	425	6	-0	0%
17	Historic Environment	51	19	17	33%
-0	Flood Risk Management	419	111	-0	0%
0	Energy Projects Director	28	301	0	0%
0	Energy Programme Manager	58	19	0	0%
-830	Waste Management	37,231	2,622	-890	-2%
-813	Environmental & Commercial Services Total	38,348	3,094	-873	-2%
Infrastructure & Growth					
0	Asst Dir - Infrastructure & Growth	160	55	0	0%
0	Major Infrastructure Delivery	1,300	483	0	0%
7	Transport Strategy and Policy	33	86	7	21%
0	Growth & Development	551	206	0	0%
-500	Highways Development Management	0	-215	-494	0%
-493	Infrastructure & Growth Total	2,044	615	-487	-24%
-2,376	Total	67,395	9,408	-2,448	-4%
Grant Funding					
0	Non Baseline Grants	-15,293	-1,639	0	0%
0	Grant Funding Total	-15,293	-1,639	0	0%
-2,376	Overall Total	52,101	7,769	-2,448	-5%

APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Service	Current Budget for 2018/19 £'000	Actual £'000	Outturn Forecast	
			£'000	%
Local Infrastructure Maintenance and Improvement	6,085	1,767	+150	+2
The highways shared service with Peterborough City Council was originally budgeted to be implemented in 2019/20 but this will not be achieved until 2020/21. The saving is included in this budget line and so this creates a forecast overspend.				
Street Lighting	10,086	2,471	-328	-3
The underspend is the net impact of the energy cost increase exceeding the inflationary uplift and an estimate of the likely penalty deductions. A refund has also been received for over payment of energy costs from a previous supplier.				
Parking Enforcement	0	-629	-650	0
Bus lane enforcement is providing additional income in excess of the budget set. This income is difficult to predict and therefore the budget holder will monitor the financial position on a regular basis, updating the forecast accordingly.				
Community Transport	2,777	460	+20	+1
This service is provided on behalf of the Combined Authority. On 7th February 19 the E&E Committee agreed to fund the replacement bus services until the end of March 2020. In order to maintain all existing bus services there is a budget deficit of £203k. A projected underspend on the Concessionary fares budget has been vired to cover the costs in this area.				
Concessionary Fares	4,304	565	-66	-2
This service is being provided on behalf of the Combined Authority and is forecasting an underspend due to the change in eligibility being linked to the increased pensionable age and the reduction in the number of bus routes. Budget for this projected underspend has been vired to fund the forecast overspend on Community Transport.				
Waste Management	37,231	2,622	-890	-2
Due to breakdowns at the Mechanical Biological Treatment (MBT) facility, no waste was processed in this financial year until 7th May. As the waste takes 6 to 7 weeks to complete the MBT composting process, this has resulted in a significant reduction in our expected landfill tax spend based on performance information up to the end of July. Whilst we still await				

data from the following months to tell us how the plant performs for the remainder of the financial year, this has resulted in an underspend of around £1,250,000.

Offsetting this, the budget was based on a set of contract savings being agreed with our PFI contractor and implemented by 1st April 2019. This has not yet occurred and it is now expected that the contract changes will not come in to effect until at least September. Whilst some agreed savings have already been implemented, there will be a pressure of approximately £75,000 for every month completion of the contract change is delayed.

Following agreement at the Highways and Infrastructure committee to implement a van and trailer permit scheme at the Household Recycling Centres (HRCs), there will be additional one-off costs of approximately £100,000.

The above three elements combine to form an underspend of around £890,000 at present. Although this forecast could change due to MBT performance and the impact of any planned maintenance.

Highways Development Management	0	-215	-494	0
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There is an expectation that section 106 and section 38 fees will come in higher than budgeted for new developments which will lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly.

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	15,293
Non-material grants (+/- £30k)		0
Total Grants 2019/20		15,293

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	52,783	
Transfer of Trading Standards service to P&C	-694	
Non-material virements (+/- £30k)	+12	
Current Budget 2019/20	52,101	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2019	Movement within Year	Balance at 31st July 2019	Yearend Forecast Balance	Notes
£'000	£'000	£'000	£'000	£'000	
Other Earmarked Funds					
Deflectograph Consortium	43	0	43	43	Partnership accounts, not solely CCC
Highways Searches	57	0	57	57	
On Street Parking	2,195	0	2,195	1,700	
Streetworks Permit scheme	205	0	205	205	
Highways Commuted Sums	862	1	863	900	
Streetlighting - LED replacement	31	0	31	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPi)	0	216	216	200	
Waste - Recycle for Cambridge & Peterborough (RECAP)	121	0	121	100	Partnership accounts, not solely CCC
Travel to Work	181	0	181	180	Partnership accounts, not solely CCC
Steer- Travel Plan+	52	0	52	52	
Waste reserve	1,637	(783)	854	0	
Other earmarked reserves under £30k	(270)	326	56	0	
Sub total	5,134	(240)	4,894	3,437	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	1,422	0	1,422	0	
Other Capital Funding	4,647	572	5,218	1,000	
Sub total	6,069	572	6,640	1,000	
TOTAL	11,203	332	11,534	4,437	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2019/20						
Total Scheme Revised Budget	Original 2019/20 Budget as per BP	Scheme	Revised Budget for 2019/20	Actual Spend (July)	Forecast Spend - Outturn (July)	Forecast Variance - Outturn (July)
£'000	£'000		£'000	£'000	£'000	£'000
		Integrated Transport				
375	200	- Major Scheme Development & Delivery	375	13	375	0
682	682	- Local Infrastructure Improvements	816	288	827	11
594	594	- Safety Schemes	594	5	594	0
345	345	- Strategy and Scheme Development work	459	150	459	0
2,902	1,346	- Delivering the Transport Strategy Aims	3,007	409	2,667	-340
23	23	- Air Quality Monitoring	23	12	23	0
16,118	14,591	Operating the Network	16,637	2,488	16,159	-478
		Highway Services				
83,200	6,300	- £90m Highways Maintenance schemes	6,300	381	6,146	-154
802	0	- Pothole grant funding	802	-23	802	0
0	0	- National Productivity Fund	0	10	1	1
708	0	- Challenge Fund	708	318	708	0
146	0	- Safer Roads Fund	146	19	146	0
0	0	- Additional Highways Maintenance	0	-82	-10	-10
		Environment & Commercial Services				
11,064	3,357	- Waste Infrastructure	255	27	255	0
560	0	- Northstowe Heritage Centre	560	0	560	0
1,000	250	- Energy Efficiency Fund	365	6	365	0
		Infrastructure & Growth Services				
16,732	475	- Cycling Schemes	3,000	244	3,005	5
9,116	0	- Huntingdon - West of Town Centre Link Road	0	0	0	0
49,000	1,000	- Ely Crossing	1,469	-1,171	1,000	-469
149,791	3,460	- Guided Busway	500	103	500	0
29,982	14,176	- King's Dyke	17,300	193	570	-16,730
1,000	0	- Scheme Development for Highways Initiatives	688	49	283	-405
150	0	- A14	150	94	150	0
22	0	- Other schemes	22	18	22	0
0	0	Combined Authority Schemes	3,505	1,130	3,505	0
		Other Schemes				
36,290	8,500	- Connecting Cambridgeshire	14,133	0	14,133	0
	292	Capitalisation of Interest	292	0	292	0
410,602	55,591		72,106	4,681	53,537	-18,569
	-11,683	Capital Programme variations	-13,505	0	0	13,505
	43,908	Total including Capital Programme variations	58,601	4,681	53,537	-5,064

The increase between the original and revised budget is partly due to the carry forward of funding from 2018/19, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2018/19 financial year. The phasing of a number of schemes have been reviewed since the published business plan. This still needs to be agreed by GPC.

An additional grant has been awarded since the published business plan, this being Pothole grant funding.

A new grant has been awarded in 19/20 (£0.560m) via Highways England through the Department for Transport (DfT) Designated Funds Programme providing a contribution to the feasibility, design and delivery of the Northstowe Heritage Facility.

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

APPENDIX 7 – Commentary on Capital expenditure

Revised Budget for 2019/20	Forecast Spend - Outturn (July)	Forecast Variance (July)	Variance Last Month (June)	Movement	Breakdown of Variance	
					Underspend/ Overspend	Rephasing
£'000	£'000	£'000	£'000	£'000	£'000	£'000
Delivering the Transport Strategy Aims - Cycling Schemes						
1,188	848	-340	0	-340	-100	-240
<p>Expenditure for a number of cycling schemes, this year, will be less than the amount budgeted:-</p> <ul style="list-style-type: none"> - Fenstanton to the Busway Due to the need to work through a statutory process relating to changing a permissive footpath to a public bridleway by means of a 'Creation Order' this will delay the scheme's delivery and hence £100k will be spent in this financial year, and £100k in 20/21. - Rampton to Willingham It was originally planned to make some surface improvements to a quiet road that traverses through The Irlams. The condition of the route is such that much more than £100k is required to do this and thus a scheme will not be delivered at this time. - Girton to Oakington (funded by S106 from Northstowe) Widening and improving the existing shared use path is likely to involve piping lengths of open ditch and in other areas sheet piling. This requires more complex design and certain approvals to be obtained. This means a lengthier design phase and hence expenditure in this financial year being lower than first anticipated. 						
Operating the Network						
16,637	16,159	-478	0	-478	0	-478
<p>Signals - C233 Cherry Hinton Rd Cambridge (At Queen Ediths Way / Robin Hood junction)</p> <p>Projected £575k underspend in 2019-20. Work on this scheme has been delayed as a nearby cycle scheme has been pushed back to start January 2020. With the Highways site so close work can begin after this work is complete. The current plan is to construct from April 2020 onwards. The revised outturn is based on work to complete modelling and get scheme to construction ready level.</p>						
King's Dyke						

17,300	570	-16,730	0	-16,730	0	-16,730
Following the E&E committee decision on 15 th August to re-tender the construction contract for Kings Dyke the profile has been updated to reflect this. The forecast outturn for 2019/20 is now currently estimated at £570k.						
Ely Crossing						
1,469	1,000	-469	0	-469	0	-469
The 19/20 budget of £1.469m is currently anticipated to be on budget. Expenditure on the scheme now relates to finalising the construction contract value for the bypass, the underpass scheme, landscaping and accommodation works, land compensation claims and statutory undertakers' final claims. These items are subject to negotiations which are currently underway. The timescales for resolution of such claims is uncertain, especially for land compensation, as claims for compensation are often significantly higher than the County Council's evaluation and negotiations can become protracted.						
Huntingdon West of Town Centre Link Road						
0	0	0	0	0	0	0
Expenditure on the scheme now relates to land compensation claims and negotiations which are currently underway. The timescales for resolution of such claims is uncertain as claims for compensation are often significantly higher than the County Council's evaluation and negotiations can become protracted.						
Scheme Development for Highway Initiatives						
688	283	-405	0	-405	0	-405
£1m was originally awarded to fund potential new schemes. This funding will be used over a number of years for this work, so some of the funding has been deferred to future years.						

Capital Funding

2019/20				
Original 2019/20 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2019/20 £'000	Forecast Spend - Outturn (July) £'000	Forecast Funding Variance - Outturn (July) £'000
17,781	Local Transport Plan	17,781	17,441	-340
0	Other DfT Grant funding	1,856	1,856	0
500	Other Grants	650	650	0
4,887	Developer Contributions	4,309	3,740	-569
15,450	Prudential Borrowing	22,784	19,772	-3,012
16,973	Other Contributions	24,726	10,078	-14,648
55,591		72,106	53,537	-18,569
-11,683	Capital Programme variations	-13,505	0	13,505
43,908	Total including Capital Programme variations	58,601	53,537	-5,064

The increase between the original and revised budget is partly due to the carry forward of funding from 2018/19, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2018/19 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
Revised Phasing (Specific Grant)	0.00	Rephasing of grant funding
Additional Funding (Section 106 & CIL)	-0.58	Additional developer contributions to be used for a number of schemes
Revised Phasing (Other Contributions)	3.16	Revised phasing of King's Dyke spend.
Additional Funding / Revised Phasing (DfT Grant)	2.71	Roll forward and additional Grant funding – Challenge Fund (£0.708m), Safer Roads Fund (£0.146m), Cycle City Ambition Grant (£0.494m), Pothole Action Fund (£0.802m) and Northstowe Heritage Centre (£0.560m).
Additional Funding / Revised Phasing (Prudential borrowing)	6.10	Additional funding required for increased costs for Ely Crossing (£0.469m). Rephasing of Investment in Connecting Cambridgeshire (£5.633m)

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

Update as at 04.07.2019

CAMBRIDGE CITY WORKS PROGRAMME

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2017/18					

Total LHI Schemes	39
Total Completed	38
Total Outstanding	1

Cllr Taylor 30CPX01643	Queen Edith	Queen Edith Way	MVAS	RED	Issue discussed with City Cllr via email. Interim way forward agreed with CCC operating the devices until ongoing liability issue is resolved with the city council. CCC now reviewing mounting locations and permissions from BBLP with regards to utilising existing lamp columns. Waiting on response to email from Cllr Taylor regarding possible locations for locating the device. BBLP to be consulted once response from CC received. No response received from CC to date.
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Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2018/19					

Total LHI Schemes	27
Total Completed	22
Total Outstanding	5

Cllr Jones 30CPX02274	Petersfield	Mill Road	Extend TRO operation	RED	Feedback from City Cllr regarding how they wish to proceed following TRO process. Attempts made to tie this in with the 19/20 LHI for the same proposal on the opposite side of the bridge. Will carry over as a result, however City Cllr has subsequently decided to deliver the schemes separately due to lead in times. Target cost received back from contractor last week (submitted 15/04), Cty Cllr has asked to delay work until Mill Rd Bridge works are completed.
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Cllr Taylor 30CPX02278	Queen Edith's	Hills Road	Cycle Racks and hardstanding	RED	Scheme with City Council and to be delivered by them. Will be carried over due to design lead in times. City council chased, response and revised designs received 08/03. Design had to be revised again and then submitted for pricing. Received target cost for work back from contractor, tying in with City footway schemes, to commence on site end of August for 5 days, Cty Cllr aware.
Cllr Richards 30CPX02279	Castle	Mnt Pleasant/Shelly Row/Albion Row	20 mph zone	RED	Scheme with City Council and to be delivered by them. Will be carried over due to design lead in times. Consultation running through April. Once complete this will be sent off for costing. Estimated delivery on site - June / July 2019. Submitted to contractor for target costing 12/06/19, to commence on site early September. City Cllr aware.
Cllr Crawford 30CPX02285	Cherry Hinton	Church End	Point closure to prevent through traffic	RED	Scheme will carry over into new FY. Currently awaiting safety audit on proposed give way feature. Delays to date due to scope changes from original LHI application and investigation on suitable solutions by officers. Scheme currently being safety audited. Cty Cllr has reviewed responses to informal and confirmed would like to proceed with formal TRO process.
Cllr Jones 30CPX02296	Petersfield	Great Northern Road	Zebra crossing	RED	Sent to BBLP for lighting design 06/12, now complete. Now being safety audited also. City Cllr aware of delivery timescales and constraints due to the location. Delivery now expected September 2019 Streetworks allowing due to access issues near Station. .

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes 19/20					
Total LHI Schemes		26			
Total Completed		4			
Total Outstanding		22			
Cllr Noel Kavanagh	Romsey	Mill Rd	Extension to existing parking restrictions	RED	Informal consultation delayed due to local elections, officer concerns over delivery timescale as a result of this due to Traffic Regulation Order process. Cty Cllr has informed officers City colleagues no longer support the scheme, this is unlikely to be delivered.
Lilian Rundblad	Arbury	Carisbrooke Road	Parking restrictions on the corners of Warwick Rd and Histon Rd and along Carisbrooke Rd	GREEN	Design complete - sending to applicant for review

Cambridge University Cycling and Walking Subgroup	City Wide	Citywide	Improve cyclist safety	GREEN	Site visit complete and designs approved, to be tied in with other works around the City
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Christina Leadlay	Arbury	Clarendon Rd	Bollards	GREEN	Site visit complete, design complete, consulting with affected businesses.
Cheney-Anne Payne	Arbury	Histon Rd	MVAS	GREEN	To be tied in with similar schemes around the county and delivered as one package. Units to be operated by CCC until agreement reached with City council once they arrive in stock.
Dr Jocelynn A. Scutt	Castle/Market/Arbury	Jesus Lock Bridge	Installation of a street light and improved signage	GREEN	Site visit complete 21/05. Now designing.
Elisa Meschini	Kings Hedges	Moore Cl	Parking restrictions, DYLS proposed	RED	Following informal consultation, residents no longer appear to support the scheme, officers and Cty Cllr to reconsult with amended design, if still not popular scheme will be abandoned.
Elisa Meschini	Kings Hedges	Middleton Cl/ Milton Rd junction	Parking restrictions, DYLS proposed	GREEN	Design complete - sending to applicant for review
Cllr Joan Whitehead	Abbey	Wadloes Rd	Parking restrictions (extension of DYLS past McDonalds)	GREEN	Design complete - sending to applicant for review
Hanover and Princess Courts Associations	Petersfield	George IV St	Parking restrictions, DYLS proposed	GREEN	Design complete - sending to applicant for review
Netherhall School	Queen Edith's	Queen Edith's Way	MVAS	GREEN	To be tied in with similar schemes around the county and delivered as one package. Units to be operated by CCC until agreement reached with City council once they arrive in stock.
Cllr Noel Kavanagh	Romsey	Cromwell Rd	Parking restrictions	GREEN	Design complete - sending to applicant for review
Cllr Mike Sargeant	Chesterton	Hurst Park Avenue	Installation of 2no. additional street lights	GREEN	Work Complete
Rosy Moore	Romsey/Petersfield	Carter Bridge	Lining works on the bridge	GREEN	Work Complete
Cllr Sandra Crawford/ various applicants	Cherry Hinton	Walpole Rd/ Cherry Hinton Rd junction	Raised table	GREEN	Site visit complete, now designing.
Cllr Mike Sargeant	Chesterton	Chesterton Hall Crescent	New street light	GREEN	Order raised for BBLP to complete the works as part of citywide SL package, BBLP have installed columns, waiting on electrical connection.
Cllr Mike Sargeant	Chesterton	Hurst Park Estate	Parking restrictions in the area, DYLS proposed	GREEN	Design complete - sending to applicant for review
Cllr Mike Sargeant	Chesterton	Springfield Rd	New street light	GREEN	Work Complete
Cllr Amanda Taylor	Queen Edith's	Holbrook Rd	Speed cushions	GREEN	Site visit with applicant arranged.
Cllr Noel Kavanagh	Romsey	Hobart St	Road markings and signs at Marmora Rd/Hobart Rd junction	GREEN	Site visit complete, now designing.
Cllr Claire Richards	Castle	Garden Walk	New street light	GREEN	Order raised for BBLP to complete the works as part of citywide SL package, BBLP have installed columns, waiting on electrical connection.
Cllr Mike Sargeant	Chesterton	Hurst Park Estate	MVAS	GREEN	To be tied in with similar schemes around the county and delivered as one package. Units to be operated by CCC until agreement reached with City council once they arrive in stock.
Elisa Meschini	Kings Hedges	Basset Cl	New street light	GREEN	Order raised for BBLP to complete the works as part of citywide SL package, BBLP have installed columns, waiting on electrical connection.

Elizabeth Eaton	Abbey	Newmarket Road	Improvements to the pedestrian crossing	GREEN	Site visit complete, now designing.
Norman Benton	Queen Edith's	Rotherwick Way	Parking restrictions	GREEN	Design complete - sending to applicant for review
Colin McGerty	Queen Edith's	Rotherwick Way	New street light	GREEN	Work Complete

SOUTH CAMBRIDGESHIRE WORKS PROGRAMME

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2018/19					

Total LHI Schemes		25*			
Total Completed		18			
Total Outstanding		7			
Cllr Batchelor 30CPX02364	Balsham	High Street	Zebra	RED	Due to issues with developer this will be carried into next year. Flashing school signs have been installed. TTRO booked for works. To be delivered before end of Sept 2019.
Cllr Howell 30CPX02351	Bourn	High Street	Footpath widening	RED	Scheme will be carried over as TTRO is needed for the work. Scheme to be delivered May/June 2019. Parish and City Cllr made aware. Awaiting Target cost for work from contractor. Submitted for costing start of April 2019. Target cost still outstanding.
Cllr Howell 30CPX02365	Cambourne	School Lane	Zebra	RED	Scheme carried over due to lead in times with BBLP for lighting works. NOI being advertised in press next week and scheme submitted for Target cost end of week 29/04/19. Target cost received back from contractor, waiting on delivery dates. Pencilled in for summer holidays.
Cllr Smith 30CPX02353	Elsworth	Brockley Road	40 mph buffer zones and lining refresh.	RED	PC have now requested a 20mph zone, scope agreed, now collecting speed data through village to evidence change in limit. Speed boxes have been put up and data is now being reviewed, response to be sent to the PC and County Cllr regrading the captured data by 10/05/19. Following site meeting on 19/06/19, PC and CCC agreed to go forwards with Flashing signs, Road marking refresh and Buffer zones. PC have approved revised designs and TRo to be advertised shortly..

Cllr Joseph 30CPX02367	Grantchester	Village wide	20 limit/traffic calming/village gateways/DYs	RED	Delays due to scope changes from the parish council. Design now agreed and submitted for auditing. Due to lead in times the scheme will be carried over into next FY. However the lining and 20mph zone works will be delivered this FY, with priority build outs in June/July 19. Scheme submitted for Target cost 17/06/19.
Cllr Hickford 30CPX02360	Newton	Whittlesford Road/Cambridge Road/Fowlmere Road	Speed cushions/lining adjustments	RED	Due to lead in times the scheme will carry over into new FY. Parish and City Cllr made aware of this. Design currently being reviewed and will, subject to Parish consent be packaged together with similar schemes from 19/20 LHI process to deliver best value for money.
Cllr Wotherspoon 30CPX02356	Rampton	King Street	Street light	RED	Due to UKPN issues, suggested to the Parish that the scheme is not delivered. Awaiting Parish response. Parish chased, and they won't make a decision until April 19 at their next meeting. Parish chased and have now confirmed acceptance for scheme to be withdrawn.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes 19/20					
Total LHI Schemes		18			
Total Completed		0			
Total Outstanding		18			
Topping	Thriplow PC	Village Wide	Signage and road marking improvements	GREEN	Site visit complete. Now designing.
Batchelor	Horseheath PC	Horseheath Bypass	Speed limit reduction to 50mph, crossing points improvements, unsuitable for HGVs at Howards Lane	AMBER	To design and consult with Parish. Police and GCP aware. Works to tie in with wider GCP scheme for the A1307 route. Dependent to some extent on GCP delivery timescale.
Harford	Hardwick PC	Village Wide	MVAS	GREEN	Tied into countywide MVAS package. Design returned by Parish, who are currently arranging permissions with SCDC for mounting on existing lamp columns.
Jenkins	Histon and Impington PC	Village Wide	Footpath Improvements	GREEN	Site visit complete. Design complete. Submitted to contractor for pricing 20/05. Awaiting Target cost.
Smith	Swavesey PC	Rose and Crown Road	30mph speed limit extension + 40mph buffer zone + dragon's teeth marking	GREEN	Site visit complete, now designing.
Wotherspoon	Cottenham PC	Histon Road	Soft traffic calming	GREEN	Site visit complete, now designing.
Hickford	Fowlmere PC	Village Wide	20mph Speed Limit in village with speed cushions	GREEN	Site visit complete, now designing.
Topping	Whittlesford PC	Duxford Road	School solar powered flashing signs and various road markings.	GREEN	Design sent to Parish for review 16/04/19. Site meeting arranged for 10/07
Van Den Ven	Bassingbourn - cum - Kneesworth PC	Guisse Lane	Modifications to traffic island and parking restrictions	GREEN	Site visit complete, scheme designed, and sent to Parish for review at next meeting on 23/07/19.
Hudson	Oakington and Westwick PC	Dry Drayton Road	40mph Speed Limit	GREEN	Parish have accepted proposed design and are going to make residents aware. Scheme to be tied in with similar in South for TRO's. Now out for consultation 25/07/19.

Howell	Cambourne PC	Eastgate	Zebra Crossing	GREEN	To arrange site visit. Road to be adopted by the end of 19/20 - advised by Development team. No impact on scheme delivery.
Topping	Pampisford PC	Brewery Road	Central Island	GREEN	PC have approved design with some amendments. Next step safety audit and TRO advertisement.
Hickford	Sawston PC	Church Lane	Parking Restrictions	GREEN	Parish have accepted proposed design and are going to make residents aware. Scheme to be tied in with similar in South for TRO's. Now out for consultation 25/07/19.
Bradman	Fen Ditton PC	Wright's Close	Parking Restrictions	GREEN	Parish have accepted proposed design and are going to make residents aware. Scheme to be tied in with similar in South for TRO's. Now out for consultation 25/07/19.
Batchelor	Linton PC	The Grip	Sign and line improvements plus passive traffic calming. Plus MVAS.	GREEN	Scheme to commence on site 11/09/19.
Hickford	Newton PC	Harston Road	Round top speed table	GREEN	Design complete, scheme now in for safety audit.
Topping	Ickleton PC	Frogge End	Priority Build Out	GREEN	Scheme approved by PC and safety audit passed. Tying in with similar schemes around district.
Smith	Fen Drayton PC	The Rosary	Removal of existing central kerbed feature and new junction layout	GREEN	Parish have accepted proposed design and are going to make residents aware. Scheme to be tied in with similar in South for TRO's. Now out for consultation 25/07/19.

HUNTINGDONSHIRE WORKS PROGRAMME

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2017/18					

Total LHI Schemes		24			
Total Completed		23			
Total Outstanding		1			
Cllr Wisson 30CPX01574	St Neots	Loves farm	Managed parking control scheme for the whole estate	RED	Formal consultation completed. Delays in scheme to date have largely been down to the amount of consultation required & the level of stakeholder interest in the proposed changes to the existing highway layout. This has also required reconciling with the previous scheme delivered in 15/16 through Longsands area of St Neots. Delegated decision taken on 4th March 2019. Implement the Scheme on the Southern part of the Love's Farm plus in selected locations further North. Target Cost due in June and agreement reached to proceed. Road Closure application to be completed and then Order to be placed once confirmed.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	
Carried Forward from 2018/19					

Total LHI Schemes		23*	*includes 1 x A14 community funded schemes		
Total Completed		14			
Total Outstanding		9			
Cllr Wells 30CPX02335	Little Paxton	Mill Lane	Zebra crossing	RED	Target cost received 14/05/19. Scheme likely to cost over x2 original budget estimate. This issue is being escalated to a higher level. The Parish Council have been advised of the increased cost.
Cllr Sanderson 30CPX02328	Huntingdon	California Road	Speed table	RED	Road closure submitted 09/04/19. Order raised LA 430908 in April 2019. Due to be constructed in August
Cllr Sanderson 30CPX02329	Huntingdon	Various Streets	Various parking restrictions	RED	TC requested 15/05/19 Delegated Decision carried-out & completed. Certain issues had brought about the involvement of Democratic Services + Councillor, but this has now been resolved. To be programme.
Cllr Shellens 30CPX02330	Huntingdon	Sapley Road	Replace give way feature with speed table, install pair of speed cushions	RED	Town Council have agreed additional funding for scheme. Scheme will carry over to 2019/20. Road closure req. 25/02/19 TC chased-up. Target cost received and order placed on 31/05/19. Due to commence in August 19.
Cllr Giles 30CPX02337	St Neots	Nelson Road / Bushmead Road	Junction widening and improvements	RED	Trial holes complete. Need to serve notice on utility companies as they are at incorrect depths. Detailed design almost complete. Likely to run into new financial year. Additional Trial Hole expected July and then a review as to whether this scheme will achieve its objectives.
Cllr Costello 30CPX02332	Ramsey Heights	Uggmere Court Road	MVAS, gateways and improved signing/lining	RED	(MVAS) cost £2748. Order raised & LA-Code established on 02/05/19. Skanska organising & coordinating the works.
Cllr Fuller 30CPX02327	St Ives	Marley Road	Improve warning signs/lines	RED	Ordered placed with Skanska on 09-Apr-19. Awaiting start date.
Cllr Downes 30CPX02334	Brampton	Village area	20mph limit around village	RED	Formal consultation complete, objections to scheme. Delegated decision recently undertaken. Target cost to be submitted soon. Look to implement in July/August 19.
Cllr Rogers 30CPX02345	Abbots Ripton	B1090 / Station Rd / Huntingdon Rd	MVAS and 40mph buffer zones on each village approach	RED	Order raised for MVAS and buffer zone works.

Current 19/20 LHI Schemes

Total LHI Schemes		20			
Total Completed		0			
Total Outstanding		20			
Julie Wisson	Waresley-cum-Tetworth	B1040 Gamlingay Road/ B1040 Manor Farm Road	40mph Buffer Zones	GREEN	Prelim Plans approved by Parish Council 24/04/19. Recent information sent to Policy and Regulation Team for advertising.
Steve Criswell	Earith	Meadow Lane/ Colne Road/ High Street	MVAS	GREEN	Procurement of MVAS being managed as a group purchase covering many projects across the whole county.
Steve Criswell	Pidley	B1040 High Street/ Oldhurst Road	Give Way feature	GREEN	Site Inspection undertaken and now in Preliminary Design

Julie Wisson	St Neots	Loves Farm	Removal and relocation of Give Way features	GREEN	Target Cost due in June for agreement to proceed. Road Closure application to be completed and then order to be placed to commence work.
Peter Downes	Buckden	B661 Perry Road	40mph Buffer Zone and gates	GREEN	Site Inspection undertaken and now in Preliminary Design
Steve Criswell	Bluntisham	Bluntisham Heath Road, Wood End	Relocate 30mph speed limit, install Give Way feature, install 40mph Buffer Zone	GREEN	Site Inspection undertaken and now in Preliminary Design
Kevin Reynolds	Needingworth		New Footway	GREEN	Site Inspection undertaken and now in Preliminary Design
Ian Bates	Hilton	B1040 St Ives Roa/ Potton Road	MVAS	GREEN	Procurement of MVAS being managed as a group purchase covering many projects across the whole county.
Ian Gardener	Hail Weston	High Street	Speed Reduction	GREEN	Meeting with Parish on 24/04/19 agreed scheme as MVAS and village wide 20 limit. Information sent to Policy and Regulation Team for advertising.
Ian Gardener	Tilbrook	Station Road	30mph speed limit	GREEN	Site Inspected on 28-Mar-19, Clarification meeting held in April with previous designer. Now in Preliminary Design Phase.
Graham Wilson	Godmanchester	B1044 Cambridge Road	Parking Restrictions	GREEN	Prelim Plan approved by Town Council. Local informal consultation 26/04/19 to 17/05/19. Information sent to Policy and Regulation Team for advertising.
Simon Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	GREEN	Site drive-through on 17/05/19. Site survey undertaken by Graduate Eng. on 21/05/19. Drawings currently being prepared for Parish meeting 18/06/19.
Kevin Reynolds	St Ives	Needingworth Road	Pedestrian Crossing	GREEN	Site Inspection undertaken and now in Preliminary Design
Ian Gardener	Winwick	B660	30mph speed limit	GREEN	Prelim plans approved by Parish meeting. Parish to assist with local informal consultation, for July, sent to Policy and Regulation for advertising.
Julie Wisson	Abbotsley	B1046 High Street/Pyms Garden/ High Green/ Blacksmith Lane/ Pitsdeam Road	20mph Speed Limit	GREEN	Prelim plans sent to Parish Council for approval. Information sent to Policy & Regulation Team for advertising.

Terence Rogers	Upwood & The Raveleys	Raveley Road	Give Way Feature Great Raveley	GREEN	Prelim plans approved by Parish meeting. Site visit undertaken on 30/05/19. Prelim plans to be re-submitted on 03/06/19 following their request for additional road markings and to propose their preferred gateway sign. Awaiting feedback from the Pairsh following the informal local consultation.
Ian Bates	Hemingford Abbots	High Street	Parking Restrictions	GREEN	Site Inspected on 28/03/19 Clarification meeting held in April with previous designer.Design to be produced in July.
Simon Bywater	Elton	Village Area	Replace and renovate conservation lighting columns	GREEN	Invoice received from Elton Parish Council.
Terence Rogers	Warboys	B1040 Fenton Road	Give Way Feature and warning signs	GREEN	Site Inspection undertaken and now in Preliminary Design. Road Safety Audit comments due on 03/07/19.
Terence Rogers	Abbots Ripton	Wennington Village Area	MVAS	GREEN	Procurement of MVAS being managed as a group purchase covering many projects across the whole county.

FENLAND WORKS PROGRAMME

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2018/19					

Total LHI Schemes		13			
Total Completed		10			
Total Outstanding		3			
Cllr King 30CPX02321	Wisbech St Mary	Leverington Common	Lining/ coloured surfacing at Bellamy's Bridge	RED	Works ordered, programmed delivery date 28/05/19, duration 3 days. Works to commence under road closure in July.
Cllr Count & Cllr French 30CPX02323	Christchurch	Upwell Road	Gateway feature at Upwell Road & upgrade existing cross road warning sign	RED	Signs and gates installed, however incorrect gate installed Skanska will be rectifying. Programme date of 21/06, chased early July gate still not received.
Cllr Tierney & Cllr Hoy 30CPX02314	Wisbech	Colville Road/ Trafford Road	Build out inc. cushion	RED	Following Traffic Regulation Order process residents now request scheme is withdrawn, waiting on feedback from County Cllr for area. Cllr has provided further correspondence saying he did not request scheme removal. In correspondence with Cllr & designer to confirm the way forward. Requested Cllr responded with a way forward by end June, no response by 03/07

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes 2019/20					
Total LHI Schemes		17			
Total Completed		1			
Total Outstanding		16			
Cllr Tierney	Wisbech	Cherry Road	Parking restrictions (Possible DYLS)	GREEN	Design completed. Sent to applicant 13/06/19. Cllr discussing with school as the entrance has now moved and unsure it is required.
Cllr French / Cllr Count / Cllr Gowing	March	Various	Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.
Cllr Connor	Doddington	Benwick Road	Footway improvements	GREEN	Submitted for TC on 13/06/19
Cllr Connor / Cllr Costello	Pondersbridge	B1040 (Ramsey Road, Herne Road) & Oilmills Road	Traffic calming	GREEN	Preliminary desings have been done, sent to Cllr Connor 20/06, activity schedule in progress.
Cllr King	Tydd St Giles	Broad Drove East	Speed limit reduction (buffer zone)	GREEN	Sent for TC on 13/06/19
Cllr King	Newton	Various	Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.
Cllr Hoy	Wisbech	Station Drive	Parking restrictions (Possible DYLS)	GREEN	Design agreed sent for TC approval 27/06/19
Cllr Boden	Whittlesey	Stonald Road	Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.
Cllr Hoy	Wisbech	Rectory Gardens	Motorcycle prohibiton & signs	GREEN	In preliminary design
Cllr French / Cllr Count	Wisbech St Mary	Station Rd & High Rd	Mobile Vehicle Activated Sign & Soft traffic calming	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.
Cllr Gowing	Wimblington	Sixteen Foot Bank	Warning signs & SLOW markings	GREEN	In preliminary design
Cllr French / Cllr Count	March	Hundred Road	Footpath extension	GREEN	In preliminary design
Cllr King	Parson Drove	Sealeys Lane	New footway connecting with northern housing	GREEN	Works completed
Cllr Boden / Cllr Connor	Whittlesey	Various	Double yellow lines at numerous locations throughout the town	GREEN	Preliminary design complete, Town Council agreed. TC to be put together.
Cllr King	Leverington	A1101 & Various	Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.
Cllr French / Cllr Count	Christchurch	Mobile Vehicle Activated Sign	Speeding throughout the village	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.
Cllr King	Gorefield	High Road	40mph buffer zone	GREEN	In preliminary design

EAST WORKS PROGRAMME

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2017/18

Total LHI Schemes		13			
Total Completed		11			
Total Outstanding		2			
Cllr Dupre 30CPX01609	Witchford	Main Street	Footway Widening	RED	Works were held back to be delivered with their 18/19 LHI Scheme as it made sense to package together. However we have encountered issues with the current placement of the bus stand (as per comments below). Scheme to be split into separate works to prevent further hold up. Footway widening programmed for 29/07/19. Traffic calming to be re-designed as requested by the parish.
Cllr Schuman 30CPX01610	Fordham	Isleham Road	40mph speed limit from Barrowfield Farm. Raised Zebra crossing outside the school.	RED	Works predominantly complete, further lining to be completed. Balfour Beatty need to make permanent connection, seeking permission from school.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2018/19

Total LHI Schemes		12			
Total Completed		9			
Total Outstanding		3			
Cllr Dupre 30CPX01609	Witchford	Main Street	Raised table	RED	Raised table being moved outside of Post Office / Uncontrolled crossing. Preliminary design started as requested by Parish. Change of scope.
Cllr Dupre 30CPX02308	Sutton	High Street	Junction re-prioritisation	RED	Programmed start date 15/07/19
Cllr Schuman 30CPX02304	Fordham	Mildenhall Road, Church Street junction	Improve sign and lining at junction	RED	Lining still outstanding, original date of 12/06 rained off new date 04/07/19.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Current Schemes 2019/20					
Total LHI Schemes		12			
Total Completed		0			
Total Outstanding		12			
Cllr Goldsack	Soham Primary School	Kingfisher Drive	Pedestrian crossing facility - possible zebra crossing	GREEN	No longer zebra crossing, as agreed with applicant. Contact made with applicant and in preliminary design.
Cllr Shuter	Cheveley	Ashley Rd / Centre Dr / Duchess Dr	Speed limit reductions with traffic calming	GREEN	In preliminary design.
Cllr Every	Ely	Cam Drive	School wig-wags	GREEN	Met Ely City Council and School, design to be amended and Target Cost put together.
Cllr Schumann	Chippenham	New Street	Warning signs and SLOW marking	GREEN	Applicant has requested scheme is removed.
Cllr Ambrose Smith	Littleport	Various	Mobile Vehicle Activated Sign*2	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.
Cllr Hunt	Wilburton	A1123 & Various	Methyl Methacrylate lining and Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June, lining to be tied in with signals upgrade.
Cllr Dupre	Coveney	Park Close / School Lane / Gravel End	40mph buffer zone	GREEN	Preliminary design sent to Parish Council for review 18/06/19
Cllr Shuter	Burrough Green	Brinkley Road (Burrough End)	Bend improvements - signing & lining	GREEN	In preliminary design.
Cllr Every / Cllr Bailey	Ely	Various	Mobile Vehicle Activated Sign*3	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.
Cllr Goldsack	Isleham	Beck Road & Maltings Lane	20mph zone & traffic calming	GREEN	Site visit undertaken, in preliminary design
Cllr Dupre	Mepal	Witcham Rd & Sutton Rd	Improve speed limit entry visibility - signs & lines	GREEN	Preliminary design sent to Parish Council for review 20/06. Response received that they don't currently have a clerk.
Cllr Schumann	Burwell	Various	Mobile Vehicle Activated Sign*2	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.

Trees

COUNTRYWIDE SUMMARY

Update as at the 31.06.2019

Removed 1st January 2017 to Date	93
Planted 1st January 2017 to Date	108

CAMBRIDGE CITY TREE WORKS

Total Removed in Current Month	JUNE	0
Total Planted in Current Month	JUNE	0

Removed narrative										
District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Replace Date	Cllr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
City	Coleridge	Coldhams Lane	6	Subsidence	NA	NA	NA	With City	Sandra Crawford	Working with City Council Tree Team, who notify Cllr/Parish
City	Castle	Frenchs Road	1	Obstruction	NA	NA	NA	With City	Jocelynn Scutt	Working with City Council Tree Team, who notify Cllr/Parish
City	Castle	Mitchams Corner	3	Obstruction	NA	NA	NA	With City	Claire Richards	Working with City Council Tree Team, who notify Cllr/Parish
City	Newnham	Skaters Meadow	1	Obstruction	NA	NA	NA	2019-03-25	Lucy Nethsingha	Cllr aware. Tree now replaced.
Removed 1st January 2017 to Date			11							
Planted 1st January 2017 to Date			3							

Planted narrative										
City	Newnham	Skaters Meadow	3					2019-03-25		3 Trees planted at Skaters Meadow Newnham.

SOUTH TREE WORKS

Total Removed in Current Month	JUNE	0
Total Planted in Current Month	JUNE	0

Removed narrative										
District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Replace Date	Cllr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
South	Comberton	Kentings	1	Diseased / Dead	N/A	N/A	2017-06-23	N/A	Lina Nieto	This came from the tree officer at the Parish Council - No request for a replacement tree - LA 408915
South	Cottenham	Twentypence Road	2	Natural Disaster	2017-12-02	2017-12-02	2017-04-11	TBC	Tim Wotherspoon	Cllr informed, awaiting response
South	Duxford	Ickleton Road	1	Diseased / Dead	2017-02-02	2017-02-02	2017-03-30	TBC	Peter Topping	Awaiting correspondence with Parish

South	Sawston	Mill Lane	12	Diseased / Dead	2017-12-02	2017-12-02	2017-04-02	TBC	Roger Hickford	x12 (Cherry trees, confirmed by tree officer dead) Parish owned trees on Highway land, being replaced by parish. Cllr informed.
South	Little Shelford	Whittlesford Road	1	Obstruction	2018-10-25	2018-10-25	2017-10-27	TBC	Roger Hickford	Reported by member of public - tree dangerous. Cllr informed- LA 411361
South	Longstowe	High Street	1	Diseased / Dead	2017-10-10	2017-10-10	2017-12-19	N/A	Mark Howell	Informed by Wildlife Trust - ash tree dangerous over layby where cars park to visit nature reserve. Inspection showed dead and required removing -Cllr informed. LA 413553. No request for replacement.
South	Oakington	Queensway	3	Diseased / Dead	2018-10-25	2018-10-25	2017-10-12	TBC	Peter Hudson	This is 2 prunus and 1 apple tree on the entrance to Queens way that required removing, dead.diseased. Cllr informed. LA411674
South	Sawston	Resbury Close	1	Diseased / Dead	2018-10-25	2018-10-25	2017-12-19	TBC	Roger Hickford	Tree Officer reported as dead tree requiring removal, Cllr informed - LA 410776
South	Bassingbourn	North End	2	Diseased / Dead	2018-10-29	2018-10-29	2018-05-11	TBC	Susan van de Ven	Prunus Pissardii x2 trees, 1 - sustained damage too significant for the tree to remain and 2 - infected with decay fungi. Tree Officer advised to remove both. Cllr informed. LA 417347, Resident stated they did not want trees replacing outside their property.
South	Bourn	Riddy Lane (behind 3 Baldwins Close)	1	Diseased / Dead	2018-10-29	2018-10-29	2018-03-09	N/A	Mark Howell	Parish complained of leaning/rocking Field Maple on verge. Tree Officer advised that tree required removing asap. Cllr informed. LA 415709. Tree was later found to be private so no replacement required.
South	Grantchester	Barton Road	1	Diseased / Dead	2018-10-29	2018-10-29	2018-02-13	N/A	Lina Nieto	Large dead chestnut tree on highways verge, overhanging the cycle path, branches unsafe, possible danger. Cllr informed LA 413552. No replacement requested.
South	Histon	Parlour Close	1	Damaged	2017-12-02	2017-12-02	2018-01-30	TBC	David Jenkins	Tree damaged. Member of public informed that tree was overgrown and has started to raise paving slabs and driveway, damaging property in close vicinity - On inspection Maple tree required felling - Cllr informed - LA 414109
South	Girton	Thornton Close	1	Diseased / Dead	2018-10-25	2018-10-25	2018-02-12	TBC	Lynda Harford	After inspection, tree required felling as dead - Cllr informed. LA 411887
South	Grantchester	Mill Way	1	Subsidence	2018-10-29	2018-10-29	2018-06-14	TBC	Linda Nieto	Cllr informed, awaiting response. Tree removed before current LHO took over parish.
South	Little Wilbraham	O/s 89 High Street	1	Obstruction	2018-06-01	2018-06-01	2018-08-07	2018-08-07	John Williams	LA 424465 removed tree due to damage being caused to residents driveway, replaced in different location
South	Waterbeach	Clayhithe Road	1	Diseased / Dead	2019-03-11	2019-03-11	2019-03-11	TBC	Anna Bradnam	PC have now confirmed what replacement they would like and the location of where they would like the tree replaced which is at the same location, a works order has now been raised LA 432588
Removed 1st January 2017 to Date			31							
Planted 1st January 2017 to Date			1							

Planted narrative

South	Little Wilbraham	O/s 89 High Street	1					2018-08-07	John Williams	1 Tree planted O/s 89 High Street Little Wilbraham to replace 1 obstructing/causing flagstones to lift.
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EAST TREE WORKS

Total Removed in Current Month	JUNE	0
Total Planted in Current Month	JUNE	0

Removed narrative

District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Replace Date	Cllr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
East	Ely	The Gallery	1	Diseased / Dead	2017-09-01	2017-09-01	2017-06-22	2018-07-09	Anna Bailey	The Gallery Ely – Trees felled following assessment by Tree Officer, Replacements planted, Cllrs informed (01/09/2017)
East	Littleport	Queens Road no.5	1	Diseased / Dead	2017-03-24	2017-03-24	2017-05-03	2018-07-16	David Ambrose Smith	5 Queens Road Lport – Tree felled following assessment by Tree Officer, Replacement planted, Cllr informed (23/03/2017)
East	Ely	Angel Drove	1	Diseased / Dead	2017-09-01	2017-09-01	2017-06-22	2018-08-28	Anna Bailey	Removed following assessment by Tree Officer, replacement tree agreed with Cllr for the Gallery Ely
East	Ely	Main St, Lt Thetford No.16	1	Diseased / Dead	2018-09-20	2018-08-02	2018-09-19	TBC	Bill Hunt	Dead tree removed (19/09/18), following Tree Officer Assesment, Awaiting instuctions from Parish about replacement. Cllr aware, but not informed. I will inform Cllr officially once there is further information about the outcome of the replacement. SA
East	Ely	St Catherines	1	Diseased / Dead	2018-07-11	2018-07-11	2018-08-28	2019-01-07	Anna Bailey	St Catherines Ely – Tree felled following results of PICUS test, Replacement ordered, Cllr informed (11/07/2018)
East	Ely	Lynn Road 83a/85	1	Natural Disater	2018-07-11	2018-07-11	2018-07-11	TBC	Anna Bailey & Lis Every	Natural disaster – Replacement Tree ordered, Cllrs informed (11/07/2018) - LA418175
East	Ely	The Gallery	1	Diseased / Dead	2017-09-01	2017-06-22	Jan-June 2017	2018-07-09	Anna Bailey	The Gallery Ely – Trees felled following assessment by Tree Officer, Replacements planted, Cllrs informed (01/09/2017)
East	Burwell	Causeway	1	Diseased / Dead	2018-11-19	2018-11-19	2018-11-19	TBC	Josh Schumann	Arranging order to purchase and plant
East	Snailwell	The Street	1	Natural Disater	11/05/2019	11/05/2019	09/05/2019	TBC		Arranging order to purchase and plant
Removed 1st January 2017 to Date			9							
Planted 1st January 2017 to Date			101							

Planted narrative

East	Witchford	plot of land	70					2019-03-00	Lorna Dupre/Anna Bailey	70 Trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
East	Witchford	plot of land	26					2019-05-01	Lorna Dupre/Anna Bailey	26 further trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
East	Ely	The Gallery	2					2018-07-09	Anna Bailey	2 Trees planted The Gallery Ely replacing 2 diseased / dead.
East	Littleport	Queens Road no.5	1					2018-07-16	David Ambrose Smith	1 Tree planted Queens Rd no. 5 Littleport. Replacing 1 diseased / dead.
East	Ely	Angel Drove	1					2018-08-28	Anna Bailey	1 Tree planted Angel Drove Ely. Replacing 1 diseased /dead.
East	Ely	St Catherines	1					2019-01-07	Anna Bailey	1 Tree planted St Catherines Ely. Replacing 1 diseased / dead.

FENLAND TREE WORKS

Total Removed in Current Month	JUNE	0
Total Planted in Current Month	JUNE	0

Removed Narrative

District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Replace Date	Cllr name	Other information needed: case progress, crno. LA & PO nos. Contact name, works ordered
Fenland	Wisbech	Westmead Avenue	1	Diseased / Dead	2018-02-20	2018-02-20	2017-06-03	TBC	Samantha Hoy	Tree removed following assessment by Tree Officer. Cllr Hoy informed.
Fenland	March	Elliott Road (Avenue Jct with)	1	Diseased / Dead	2018-02-20	2018-02-20	2017-10-11	TBC	Janet French	Tree removed following assessment by Tree Officer. AH informed Cllr French 20/02/18 and chased 19/10/18 LA413063 To be confirmed - X1 previously on sheet to investigate
Fenland	Wisbech	Southwell Rd	1	Natural Disaster	2018-02-20	2018-02-20	2018-01-30	TBC	Simon Tierney	LA416416 Will ask SN to chase Cllr Hoy. Steve emailed Cllr Hoy 19/10/18 - Contacted Cllr Tierney 23/05/19 via email
Fenland	March	Elwyndene Road	1	Diseased / Dead	2018-05-21	2018-10-23	2018-05-21	TBC	Janet French	Cllr French informed 21/05/18 and chased 23/10/18 LA420182

Removed 1st January 2017 to Date	4
Planted 1st January 2017 to Date	0

HUNTINGDON TREE WORKS

Total Removed in Current Month	JUNE	0
Total Planted in Current Month	JUNE	0

Removed narrative

District	Parish	Location	Number of trees	Reason Removed	Cllr Informed	Parish informed	Removal Date	Replace Date	Cllr name	Other information needed: case progress, LA Code. Contact name, works ordered
Hunts	Eaton Ford	Orchard Close	2	Diseased / Dead	2018-03-27	2018-10-29	2017-01-19	TBC	Derek Giles	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Elton	Back Lane	1	Subsidence	2018-03-27	2018-10-29	2017-04-18	TBC	Simon Bywater	Tree felled as it was causing severe damage to a stone wall in a conservation area. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Fenstanton	Harrison Way	1	Diseased / Dead	2018-03-27	2018-10-29	2017-03-19	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Godmanchester	Cambridge Villas	3	Diseased / Dead	2018-03-27	2018-10-29	2017-06-06	2019-03-00	Graham Wilson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Trees replaced.
Hunts	Hartford	Longstaff Way	1	Subsidence	2018-03-27	2018-10-29	2017-06-27	TBC	Mike Shellens	Tree felled as it was causing damage to a house. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Hemingford Grey	The Thorpe	1	Natural Disaster	2018-03-27	2018-10-29	2017-05-11	TBC	Ian Bates	Tree fell following storm/high winds. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Huntingdon	Coldhams North	1	Diseased / Dead	2018-03-27	2018-10-29	2017-01-03	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree - Contacted Cllr Wilson 31.05.2019
Hunts	Huntingdon	Norfolk Road	2	Diseased / Dead	2018-03-27	2018-10-29	2017-01-03	TBC	Mike Shellens	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Huntingdon	Queens Drive	1	Diseased / Dead	2018-03-27	2018-10-29	2017-03--7	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree. Contacted Cllr Wilson 31.05.2019
Hunts	St Ives	Ramsey Rd	1	Natural Disaster	2018-03-27	2018-10-29	2017-05-12	TBC	Ryan Fuller & Kevin Reynolds	Tree fell following storm/high winds. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Wyton	Banks End	1	Diseased / Dead	2018-03-27	2018-10-29	2017-06-02	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Yaxley	Windsor Rd	1	Diseased / Dead	2018-03-27	2018-10-29	2017-03-23	TBC	Mac McGuire	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree

Hunts	Warboys	Mill Green	2	Subsidence	2018-03-27	2018-10-29	2017-06-21	TBC	Terence Rogers	Trees felled as it was causing damage to a house. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Fenstanton	Little Moor	1	Diseased / Dead	2018-03-27	2018-10-29	2017-10-23	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Hartford	Arundel Rd	1	Diseased / Dead	2018-03-27	2018-10-29	2017-11-15	TBC	Mike Shellens	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Huntingdon	Horse Common Lane	1	Diseased / Dead	2018-03-27	2018-10-29	2017-09-28	TBC	Tom Sanderson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	St Ives	Chestnut Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2017-07-04	TBC	Ryan Fuller	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	St Neots	Cromwell Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2017-10-31	TBC	Simone Taylor	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Yaxley	London Rd/Broadway	1	Natural Disaster	2018-03-27	2018-10-29	2017-07-17	TBC	Mac McGuire	Tree fell following storm/high winds. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Yaxley	Windsor Rd	1	Subsidence	2018-03-27	2018-10-29	2017-10-19	TBC	Mac McGuire	Tree felled as it was causing damage to a house. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Hilton	Graveley Way	1	Diseased / Dead	2018-03-27	2018-10-29	2017-11-23	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Brampton	Buckden Road O/S Golf Club	1	Natural Disaster	2018-10-17	2018-10-17	2018-02--5	TBC	Peter Downes	Near Golf Club Tree fell following storm/high winds. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	Godmanchester	o/s School	1	Obstruction	2018-10-17	2018-10-17	2018-06-18	TBC	Graham Wilson	Tree felled as it was causing an obstruction for children crossing outside the school. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree. Contacted Cllr Wilson 31.05.2019
Hunts	Huntingdon	Claytons Way o/s no 13	1	Diseased / Dead	2018-10-17	2018-10-17	2018-05-18	TBC	Graham Wilson	Diseased tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree. Contacted Cllr Wilson 31.05.2019
Hunts	Ramsey	Biggin Lane o/s 29	1	Natural Disaster	2018-10-17	2018-10-17	2018-03-21	TBC	Adela Costello	Tree fell following storm/high winds. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	Ramsey Heights	Upwood Rd o/s Clad's Cottage	1	Diseased / Dead	2018-10-17	2018-10-17	2018-02-18	TBC	Adela Costello	Diseased poplar tree felled following assessment by Tree Officer. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree
Hunts	St Ives	Ramsey Rd	1	Subsidence	2018-10-17	2018-10-17	2018-02-06	TBC	Ryan Fuller & Kevin Reynolds	Tree felled as it was causing damage to a house. Cllr and TC informed. Awaiting TC/Cllr to suggest location for replacement tree. LA406202 Adj 15 Teal Close
Hunts	Hemingford Grey	High St o/s no 2	1	Diseased / Dead	2018-10-17	2018-10-17	2018-06-07	TBC	Ian Bates	Diseased tree felled following assessment by Tree Officer. Cllr and PC informed. Awaiting PC/Cllr to suggest location for replacement tree
Hunts	St Ives	Michigan Road	3	Dead			2019-05-31	TBC	Ryan Fuller & Kevin Reynolds	Replacement Trees to be sourced and planted
Removed 1st January 2017 to Date			38							
Planted 1st January 2017 to Date			3							

Planted narrative

Hunts	Godmanchester	London Road	1					2019-03-00		1 Tree planted London Rd Godmanchester relacing 1 diseased/dead - Graham Campbell
Hunts	Godmanchester	Pettit Road	1					2019-03-00		1 Tree planted Pettit Road Godmanchester
Hunts	Godmanchester	Drove House	1					2019-03-00		1 Tree planted Drove House Godmanchester

Summary of Place & Economy establishment (P&E)

The table below shows:

- Number of FTE employed in P&E
- Total number FTE on the establishment
- The number of “empty posts” on the establishment, these had previously been identified as vacancies. HR Advisory now receive better management information from ERP and are able to provide more accurate data:
 - o If a post has not been filled since April 2018 on ERP, these have been categorised as “empty posts” as opposed to vacant posts.
 - o If a position was filled but is now vacant they are categorised as “true vacancies”.
- There are now two percentage figures, one which shows the % of “empty posts” in the P&E establishment and one which shows the % of “true vacancies” in the P&E establishment.

Notes on data:

- This report no longer includes Culture & Community Services which moved from P&E to Housing, Communities & Youth under Adrian Chapman on 1st April 2019.
- We can report that the % of “true vacancies” in P&E is 9.27%. There are 10.13% of posts in the establishment which will be reviewed and removed.
- There are some positions which have been submitted to be deleted which we anticipated in next month’s report.

		Sum of FTE employed	Sum of Vacancy FTE (from establishment)	Sum of True Vacancies FTE	Total FTE on establishment	The % of total establishment which are “empty posts”	The % of total establishment which are “true vacancies”
Grand Total		356.81	86.2	41	440.01	19.5%	9.27%
Environmental & Commercial Services	Asst Dir - Environment & Commercial Services	1	0	0	1	0%	0%
	Energy	6.5	0	0	6.5	0%	0%
	Flood Risk Management	9.6	1.2	0	11.2	10.7 %	0%
	Historic Environment	9.6	0	0	9.6	0%	0%
	County Planning Minerals & Waste	10.84	4	0	14.84	27 %	0%
	Waste Disposal including PFI	8	0	0	8	0%	0%
	Outdoor Education (includes Grafham Water)	57.44	27	16	84.44	33.54	18.5
Environmental & Commercial Services Total		102.98	34.2	16	137.58	24.85%	11.6%
Highways	Assist Dir - Highways	1	0	0	1	0%	0%
	Asset Management	12	0	0	13	0%	7.7%
	Highways Maintenance	31.4	9	6	40.4	22 %	15 %
	Highways Other	7	4	3	11	9%	27%
	Highways Projects and Road Safety	34.2	10	4	43.2	11%	9%
	Park & Ride	17	0	0	17	0%	0%
	Parking Enforcement	17.2	0	0	15.2	0%	0%
	Street Lighting	5	1	1	6	0%	16.7%
	Traffic Management	42.38	4	2	46.38	8.6%	4.3%
Highways Total		167.18	28	16	193.18	30%	8.2%

Infrastructure & Growth	Asst Dir - Infrastructure & Growth	2	0	1	3	0%	33.3%
	Growth & Development	14.8	2	2	16.8	11.9%	11.9%
	Highways Development Management	16	0	0	16	0%	0%
	Major Infrastructure Delivery	28.5	12	7	38.5	31 %	18 %
	Transport & Infrastructure Policy & Funding	14.35	2	1	16.35	6.1%	6.1%
Infrastructure & Growth Total		75.65	16	11	90.65	17.65%	12.13%
Exec Dir	Executive Director	10	7	6	17	0%	35%
	Business Support	1	3	2	4	0%	75%
Exec Dir Total		11	10		2	47%	8%

PERFORMANCE REPORT – QUARTER 1 2019/20

To: **Economy and Environment Committee**

Meeting Date: **19 September 2019**

From: **Steve Cox - Executive Director, Place & Economy**

Electoral division(s): **All**

Forward Plan ref: **Not Applicable** *Key decision:* **No**

Purpose: **To provide performance monitoring information**

Recommendation: **To note and comment on performance information and take remedial action as necessary**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Matthew Tullett	Names:	Councillors Bates & Wotherspoon
Post:	Senior Business Intelligence Analyst	Post:	Chair/Vice-Chair
Email:	matthew.tullett@cambridgeshire.gov.uk	Email:	Ian.Bates@cambridgeshire.gov.uk Timothy.Wotherspoon@cambridge shire.gov.uk
Tel:	01223 728156	Tel:	01223 706398

1 BACKGROUND

- 1.1 This performance report provides information on the status of performance indicators the Committee has selected to monitor to understand performance of services the Committee oversees.
- 1.2 The report covers the period of Quarter 1 2019/20, up to the end of June 2019.
- 1.3 The full report is in the appendix. It contains information on:
- Current and previous performance and projected linear trend
 - Current and previous targets (not all indicators have targets, this may be because they are being developed or because the indicator is being monitored for context)
 - Red / Amber / Green (RAG) status
 - Direction for improvement (this shows whether an increase or decrease is good)
 - Change in performance (this shows whether performance is improving (up) or deteriorating (down))
 - Statistical neighbour performance (only available where a standard national definition of indicator is being used)
 - Indicator description
 - Commentary on the indicator
- 1.4 The following RAG statuses are being used:
- Red – current performance is 10% or more from target
 - Amber – current performance is off target by less than 10%
 - Green – current performance is on target or better by up to 4%
 - Very Green – current performance is better than target by 5% or more
- Red and Very Green indicators will be reported to General Purposes Committee in a summary report.
- 1.5 Information about all performance indicators monitored by the Council Committees will be published on the internet at <https://www.cambridgeshire.gov.uk/council/finance-and-budget/finance-&performance-reports/> following the General Purposes Committee meeting in each quarterly cycle.

2 CURRENT PERFORMANCE

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

Status	Number of indicators	Percentage of total indicators with target
Red	1	20%
Amber	1	20%
Green	3	60%
Very Green	0	
No target	5	

Source Documents	Location
None	

Target	Current Quarter	Previous Quarter	Direction for Improvement	Change in Performance
95.2%	97.1%	96.8%	↑	↑
Statistical Neighbours Mean	England Mean		RAG Rating	
N/A	N/A		G	

Indicator Description

Percentage of addresses with Superfast broadband availability - This metric shows the percentage of addresses which are within the coverage area of superfast (30Mbit/s to less than 300Mbit/s) broadband networks. It has been produced by Ofcom, using data provided by communications providers and is one of a series of measures Ofcom use to determine fixed broadband performance within an area

Source name: Ofcom

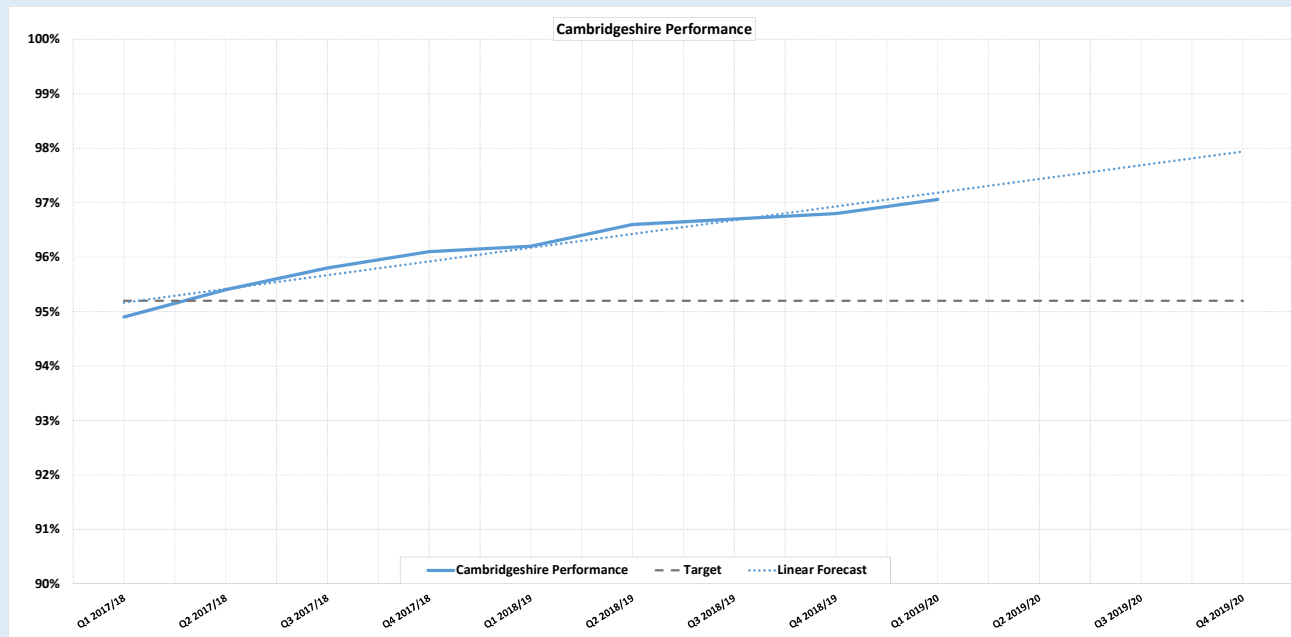
Collection name: Connected Nations

Polarity: High is good

Useful Links

LG Inform:

<https://lginform.local.gov.uk/>



Commentary

The percentage of premises in Cambridgeshire with access to at least superfast broadband continues to increase.

97.1% premises had access at the end of quarter 1 2019/20 and continues to be above the 95.2% target.

Target	Current Quarter	Previous Quarter	Direction for Improvement	Change in Performance
N/A	64.1%	61.8%	↑	↑
Statistical Neighbours Mean	England Mean		RAG Rating	
N/A	N/A		N/A	

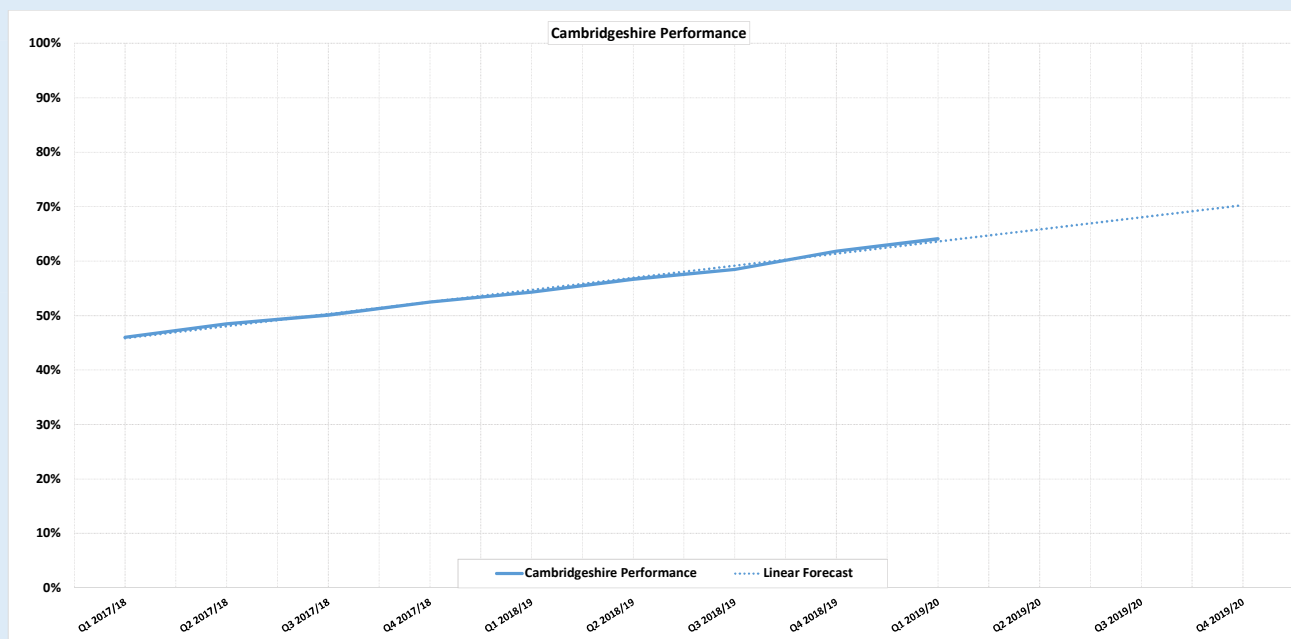
Indicator Description

Access to broadband is a key enabler of economic growth.

Useful Links

LG Inform:

<https://lginform.local.gov.uk/>



Commentary

The percentage of take-up as part of the superfast broadband rollout programme continues to increase.

The percentage of take-up has increased to 64.1% at the end of quarter 1 2019/20. This is a contextual indicator and as such there is no target.

Target	Current Year	Previous Year	Direction for Improvement	Change in Performance
19,000,000	17,480,000	17,300,300	↑	↑
Statistical Neighbours Mean	England Mean		RAG Rating	
N/A	N/A		A	

Indicator Description

Bus patronage is a key outcome of the partnerships between local authorities and bus operators, which together play an important role in delivering better local transport services and are supported by approximately £2.5bn of public funding per year.

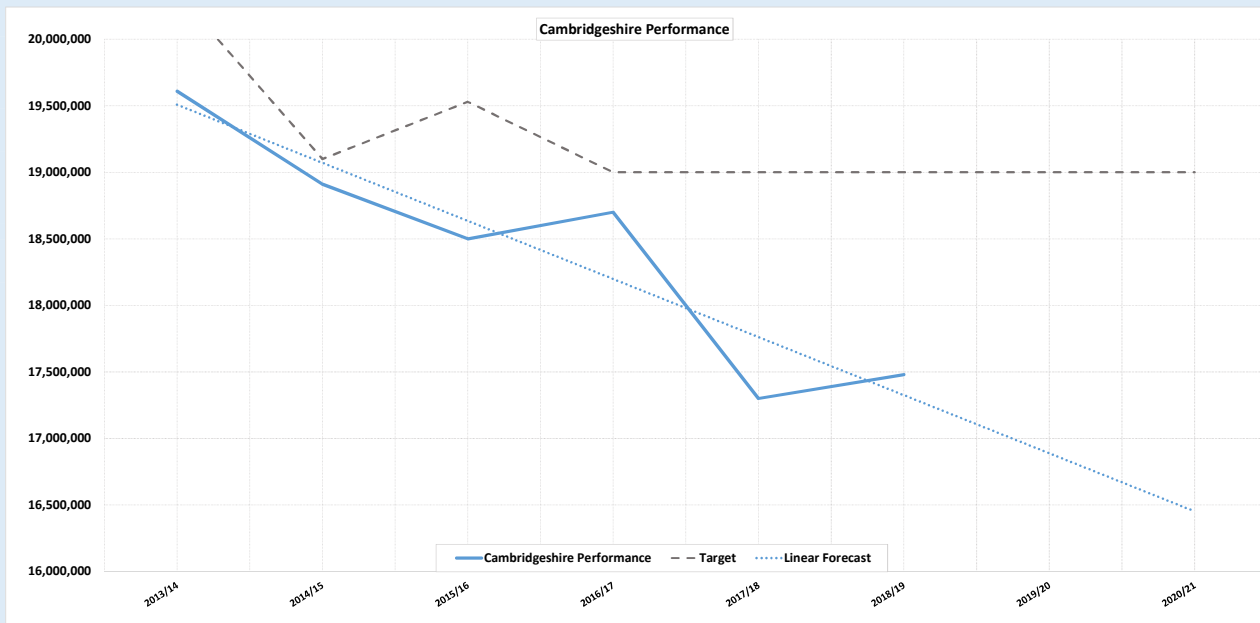
This indicator measures the total number of local bus passenger journeys originating in the authority area in a given year. Local bus services are defined for the purposes of this indicator as those using one or more public service vehicles for the carriage of passengers by road at separate fares where the stopping places, or journey length, are less than 15 miles (24 kilometres) apart.

We no longer report this information to DfT. It used to be national indicator NI 177, but this is no longer required.

Useful Links

LG Inform:

<https://lginform.local.gov.uk/>



Commentary

There were 17.48 million bus passenger journeys originating in Cambridgeshire in 2018-19. This represents an increase of 1.1 % from 2017-18, but a decrease of 6.6% from 2016-17; this general pattern of a fall in journeys can be attributed to a cut in bus services in the county and also a general pattern nationally of people using public transport less. The slight increase from 2017-18 may be due to the removal of parking charges for passengers using the park and ride services.

Target	Current Quarter	Previous Quarter	Direction for Improvement	Change in Performance
100.0%	100.0%	100.0%	↑	↔
Statistical Neighbours Mean	England Mean		RAG Rating	
N/A	N/A		G	

Indicator Description

Key measure of operational flow in determining planning application

The measure to be used is the percentage of decisions on applications made:

- within the statutory determination period; or
- within such extended period as has been agreed in writing between the applicant and the local planning authority;

We collect the data monthly and report quarterly.

The Ministry of Housing, Communities and Local Government collect data recorded for major development in Live Tables P151a and 151b. The assessment period for their measure is the two years up to and including the most recent quarter for which data on planning application decisions are available at the time of designation. For example, a two year assessment period between October 2016 and September 2018 will be used for designation decisions in Quarter 1 2019. The average percentage figure for the assessment period as a whole is used.

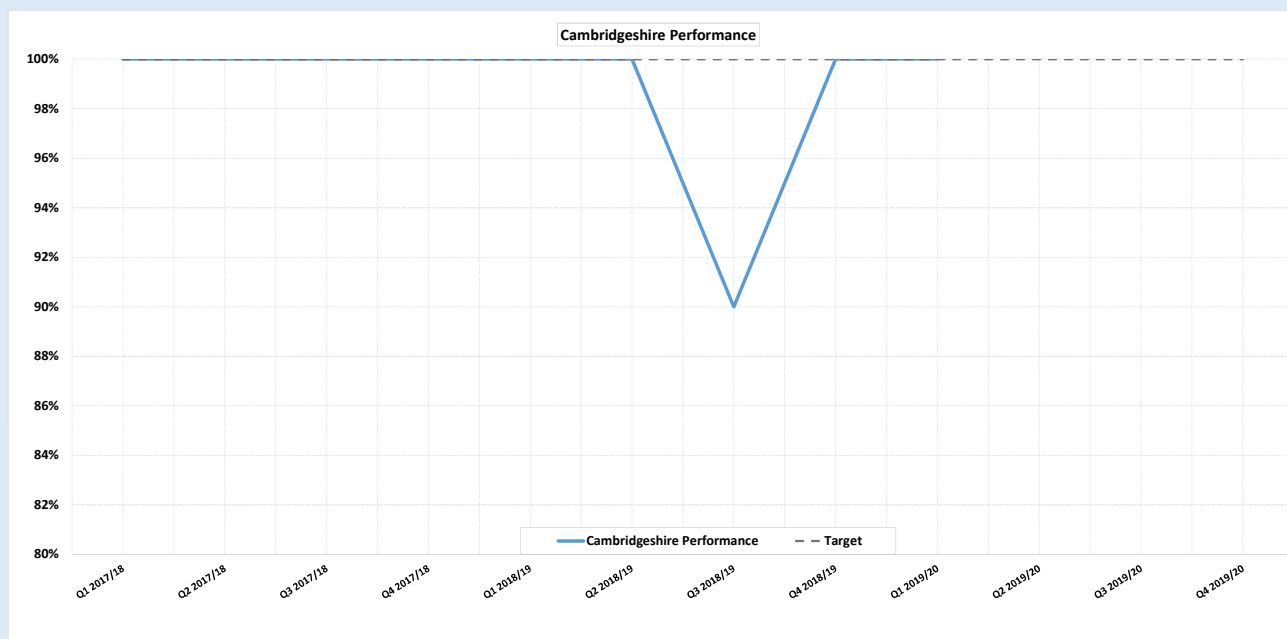
Useful Links

Improving planning performance

Criteria for designation (revised 2018)

Presented to Parliament pursuant to section 62B of the Town and Country Planning Act 1990.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/760040/improving_planning_performance.pdf



Commentary

If a Local Planning Authority (LPA) consistently fails to determine planning applications within the statutory timescales, without agreeing to an extension of time, then the Secretary of State can designate the LPA as underperforming and as a result applicants have the option of submitting their applications to the Planning Inspectorate for determination.

If the LPA is designated as under performing then they will be expected to prepare an action plan to address areas of weakness contributing to under performance and therefore the percentage of applications that are determined within the agreed timescales is a Key Performance Indicator for the County Planning, Minerals and Waste team.

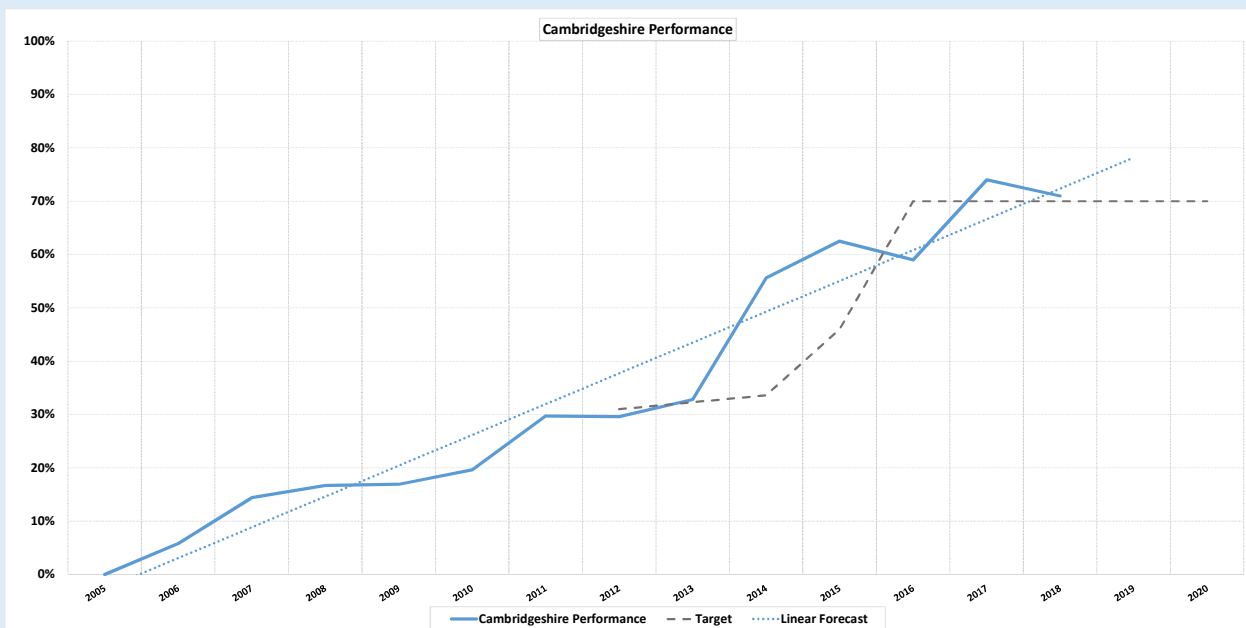
Target	Current Year	Previous Year	Direction for Improvement	Change in Performance
70.0%	71.0%	74.0%	↑	↓
Statistical Neighbours Mean	England Mean		RAG Rating	
N/A	N/A		G	

Indicator Description

Strategic level measure of cycling increase.

This measure changes from baseline rather than showing what proportion of the population cycle.

The source of this information is annual traffic surveys that are done at key points across the whole county. Further to the query from the Vice Chairman at the November 2018 meeting these will be recorded as actuals rather than percentages.

Useful Links**Commentary**

Overall growth from the 2004-05 average baseline is 71%, which is better than the Council's target. There was a 2% decrease in cycle trips in 2018 compared with 2017.

Cycling growth is measured by the overall increase across a number of automatic and manual count points located throughout Cambridgeshire, giving a large, robust sample.

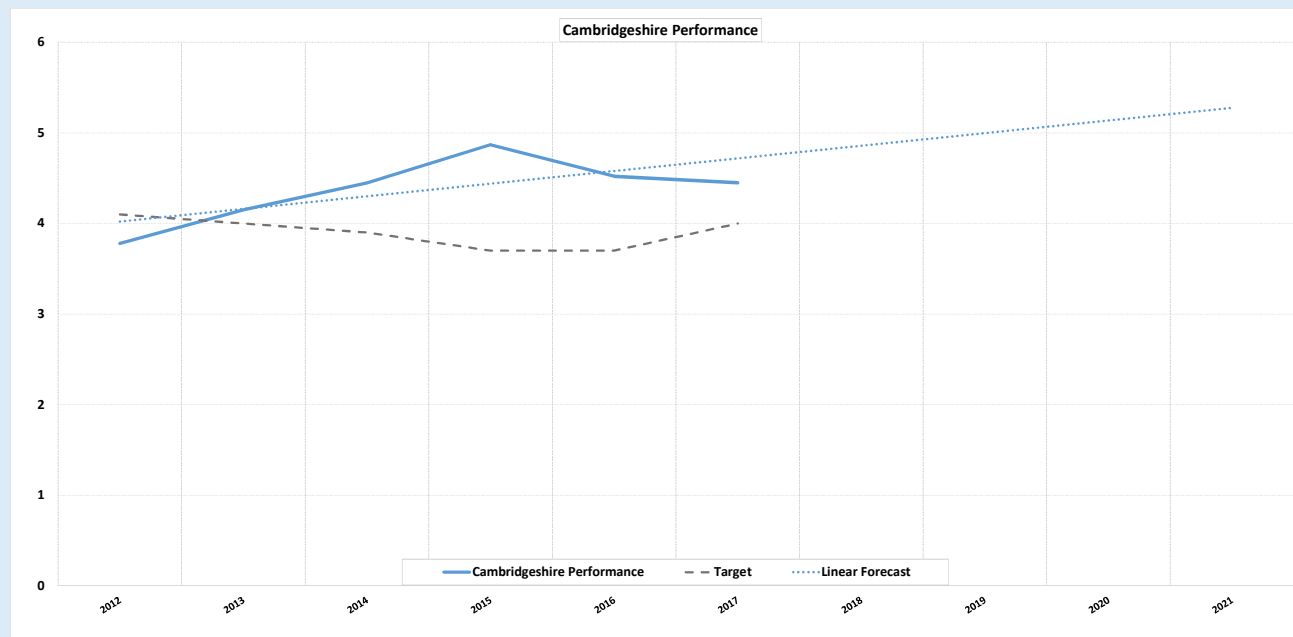
In 2004/05 there were approximately 40,000 cycle journeys measured in the sample. In 2018 there were approximately 69,000 cycle journeys measured in the sample, yielding a growth of 71% overall.

Target	Current Year	Previous Year	Direction for Improvement	Change in Performance
4.0	4.45	4.52	↓	↑
Statistical Neighbours Mean	England Mean		RAG Rating	
N/A	N/A		R	

Indicator Description

Strategic measure of traffic reduction and management work.

This is a standard indicator for which we have good history.

Useful Links**Commentary**

At 4.45 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is better than the previous year's figure of 4.52 minutes.

The figure for Cambridge city is 5.29 minutes compared to the previous year's figure of 5.44 minutes.

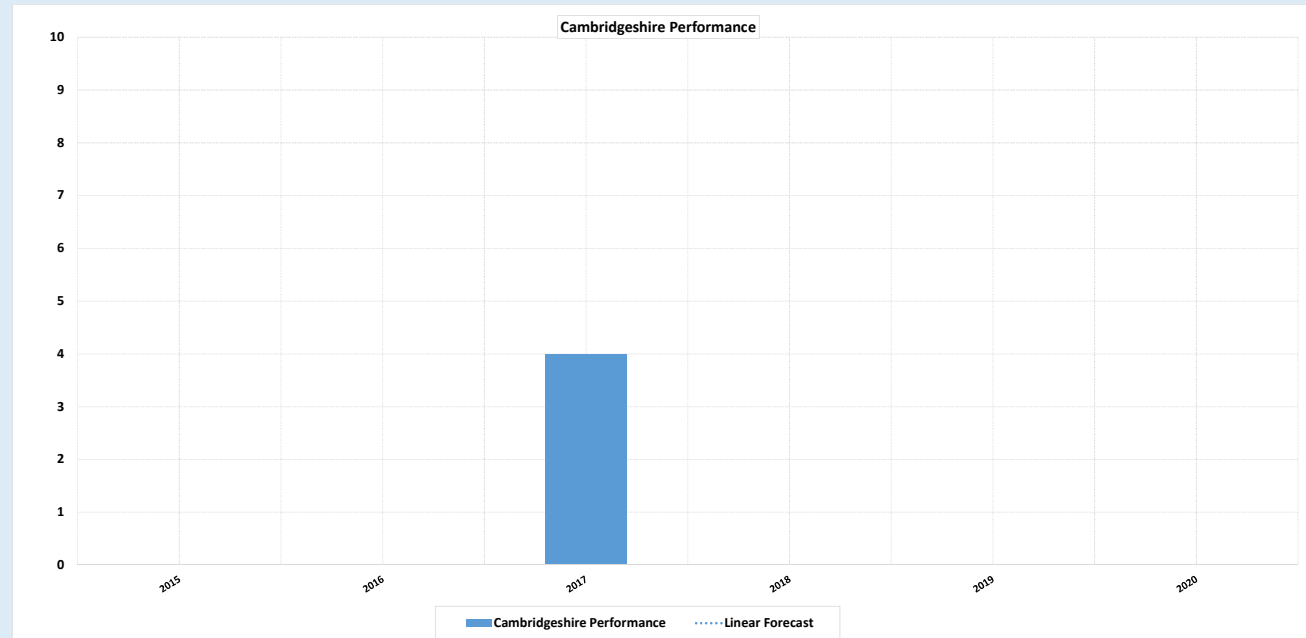
The target for 2017/18 is to reduce this to 4 minutes per mile.

The Council is working with the Greater Cambridge Partnership to provide new transport capacity that will provide reliable alternatives to car trips into and out of Cambridge, which may have a positive impact on this indicator.

Target	Current Year	Previous Year	Direction for Improvement	Change in Performance
N/A	4	#NUM!	↓	↑↑↑
Statistical Neighbours Mean	England Mean	RAG Rating		
N/A	N/A	N/A		

Indicator Description

This provides a richer picture and complements the morning peak congestion indicator and reduces risk of an artificial focus on morning congestion only.

Useful Links**Commentary**

This is a new indicator for this set. These figures have come from the annual traffic census we conducted in 2017. This is a baseline figure from which a target could be developed.

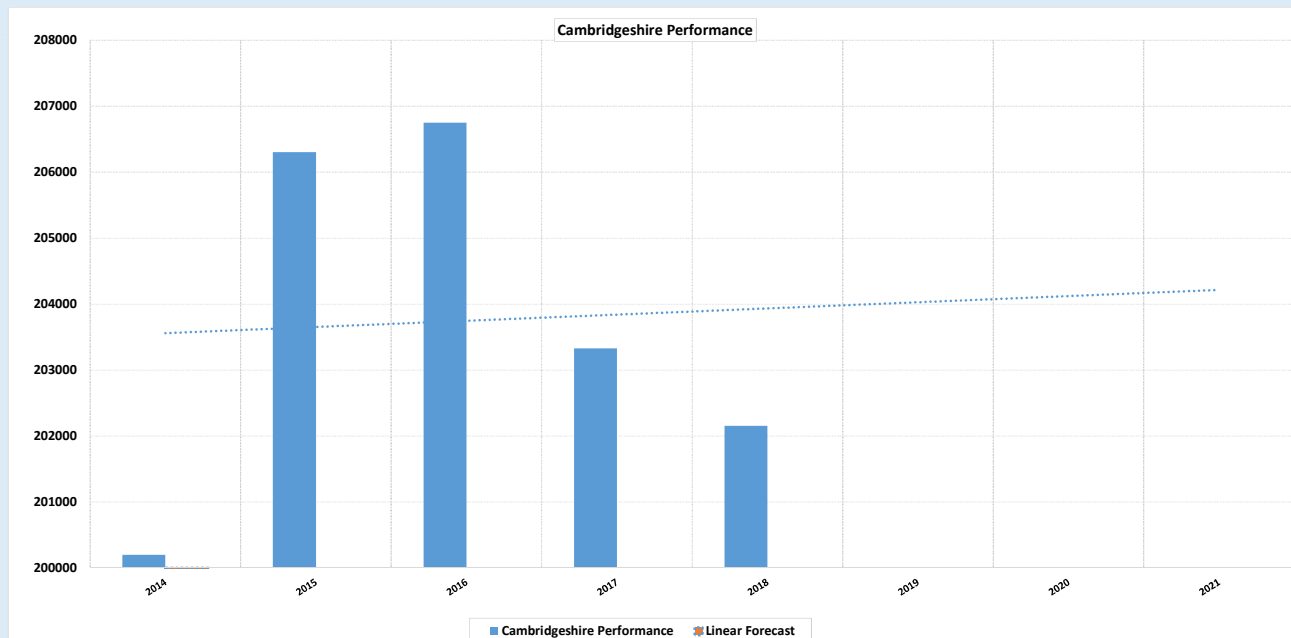
Target	Current Year	Previous Year	Direction for Improvement	Change in Performance
N/A	202,155	203,329	↓	↑
Statistical Neighbours Mean	England Mean		RAG Rating	
N/A	N/A		N/A	

Indicator Description

Strategic level measure of key transport mode.

Measuring the number of vehicles entering and leaving Cambridge per 12-hour day (7am to 7pm).

Data is collected on the radial survey day which is usually the first Wednesday in October.

Useful Links**Commentary**

In 2018, there were 202,155 motor vehicles entering and leaving Cambridge per 12-hour day (7am to 7pm). This is a decrease of 1% compared with 2017.

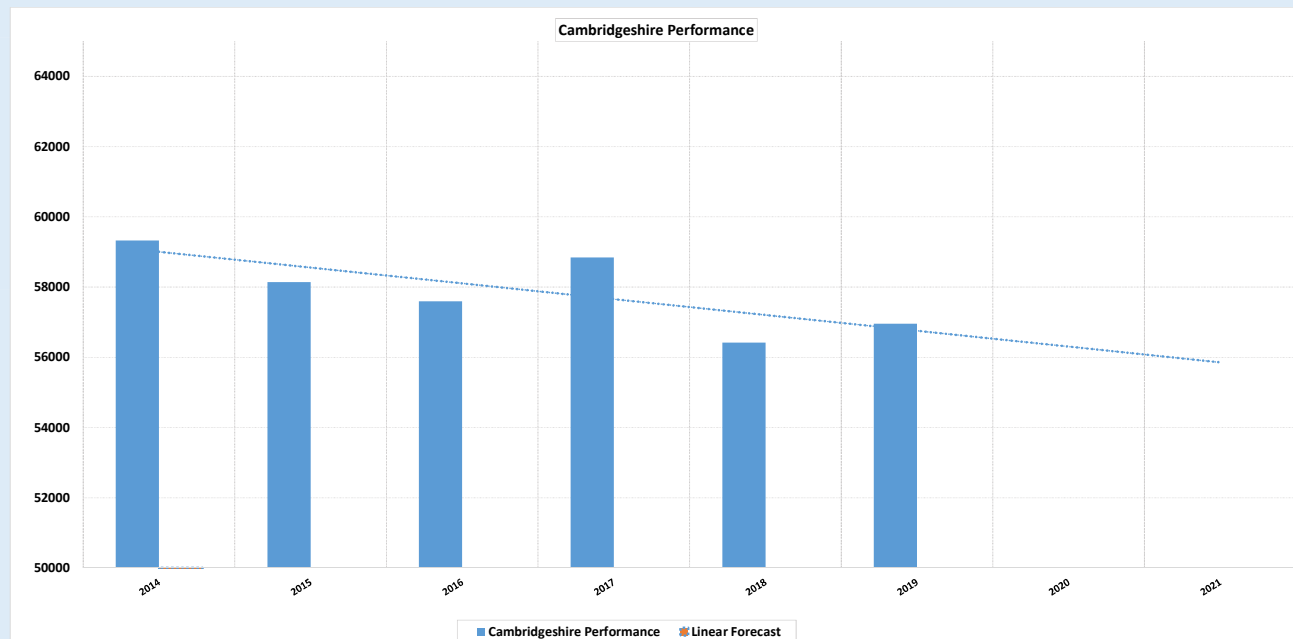
Target	Current Year	Previous Year	Direction for Improvement	Change in Performance
N/A	56,960	56,415	↓	↓
Statistical Neighbours Mean	England Mean		RAG Rating	
N/A	N/A		N/A	

Indicator Description

Strategic level measure of key transport mode.

The River Cam screenline is based on 1 day for the motor vehicles and an average across 2 days for the cycles and pedestrians. Data is collected in May.

Useful Links



Commentary

The number of motor vehicles crossing the River Cam bridges within Cambridge per 12-hour day (7am to 7pm) was 56,415. This is a decrease of 4% compared with 2017 and a decrease of 11% compared with 10 years ago.

Target	Current Year	Previous Year	Direction for Improvement	Change in Performance
N/A	412,060	405,004	↓	↓
Statistical Neighbours Mean	England Mean		RAG Rating	
N/A	N/A		N/A	

Indicator Description

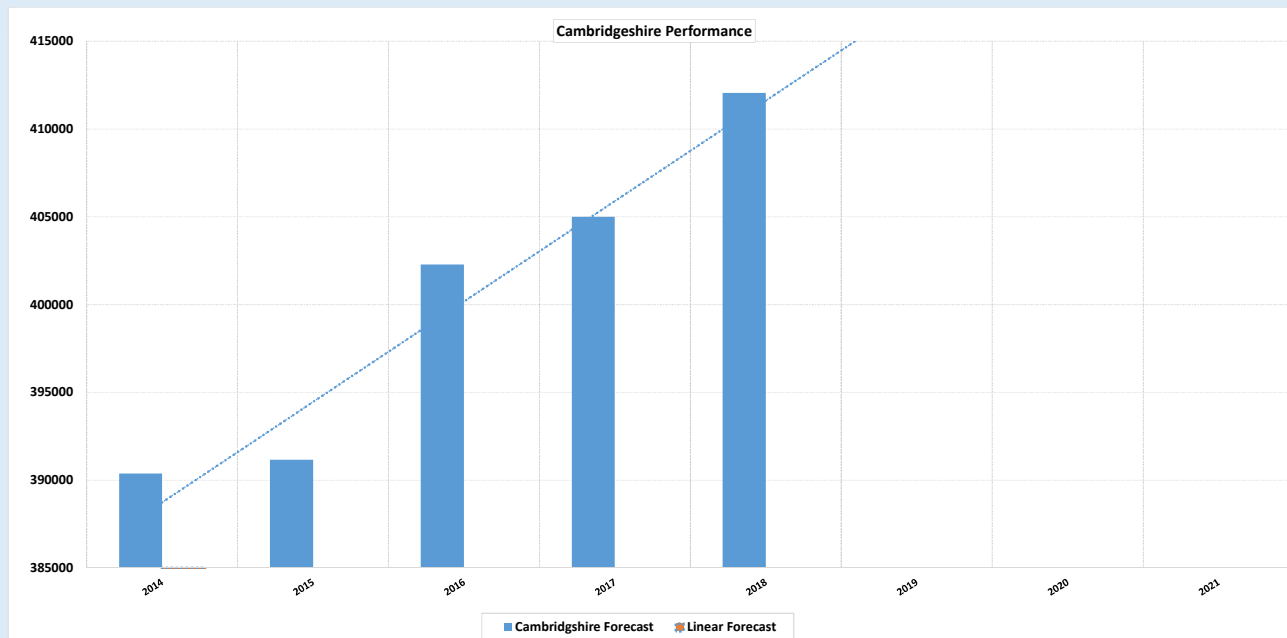
Strategic level measure of key transport mode.

The Market Town surveys are based on a one day count day and are carried out across the end of October and the beginning of November.

Useful Links

LG Inform:

<https://lginform.local.gov.uk/>



Commentary

The numbers of motor vehicles entering and leaving the nine market towns per 12-hour day in 2018 were: Huntingdon 77,653, Wisbech 65,397, St. Neots 57,850, St. Ives 49,609, Ely 48,574, March 38,418, Whittlesey 34,180, Ramsey 19,642 and Chatteris 20,737. There was an increase in total motor vehicles entering and leaving the nine market towns in 2018 of 1.7% compared to 2017.

Target	Current Quarter	Previous Quarter	Direction for Improvement	Change in Performance
90%	93.3%	96.8%	↑	↓
Statistical Neighbours Mean (2017/18)	England Mean (2017/18)	RAG Rating		
N/A	N/A	N/A		

Indicator Description

Proportions of FOI requests received each month that have been answered within 20 days.

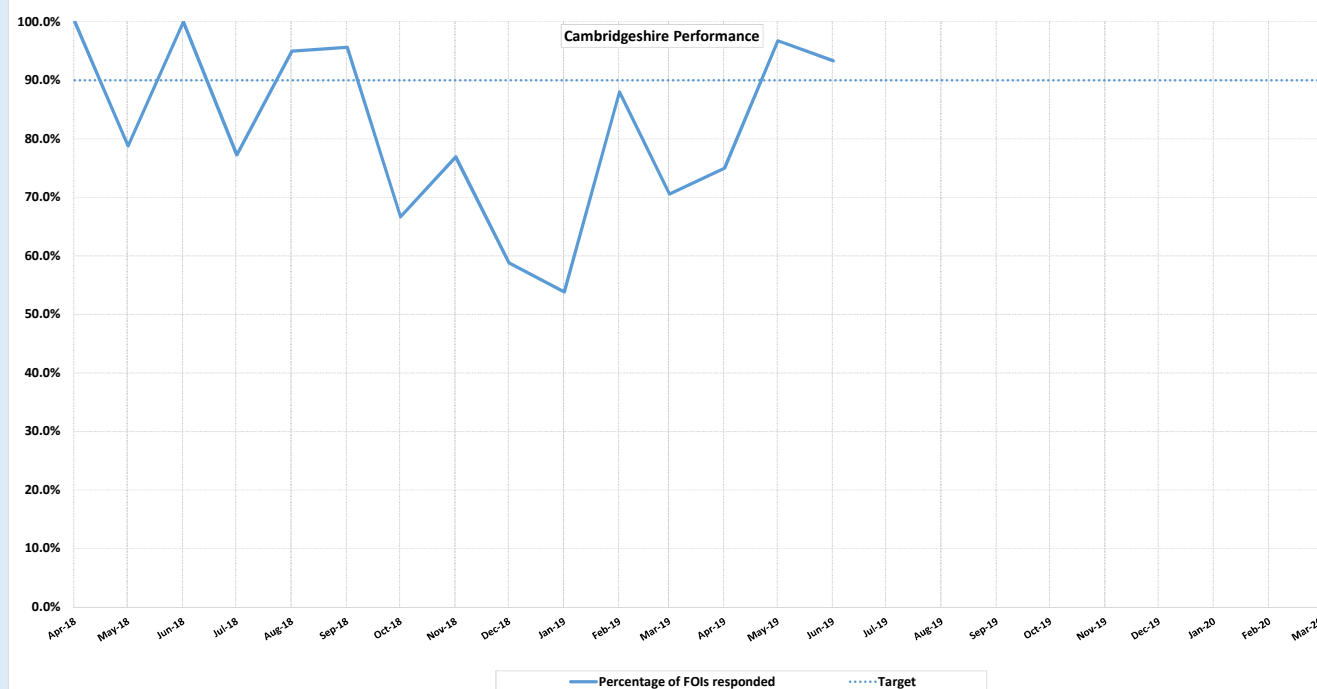
Anyone has a right to request information from a public authority. The council has two separate duties when responding to these requests:

to tell the applicant whether the Council holds any information falling within the scope of their request;

and to provide that information

The Council normally has 20 working days to respond to a request.

For a request to be valid under the Freedom of Information Act it must be in writing, but requesters do not have to mention the Act or direct their request to a designated member of staff. Any letter or email to a public authority asking for information is a request for recorded information under the Act.

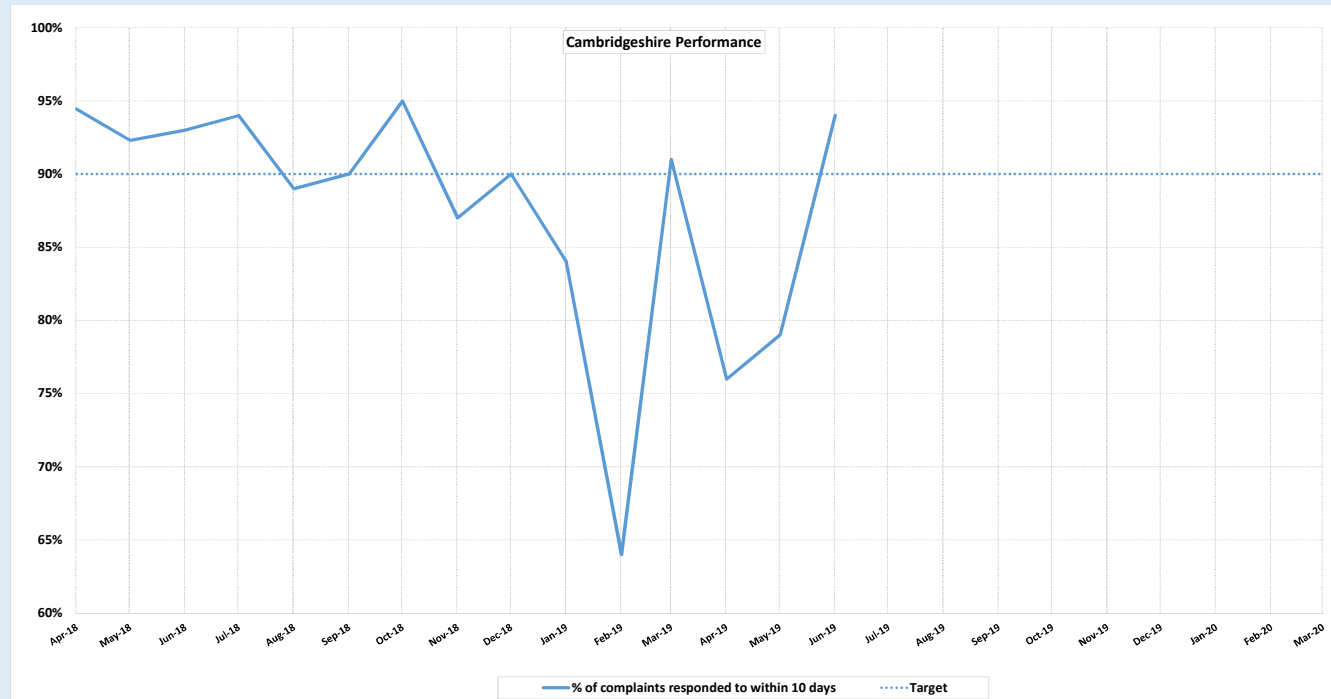
Useful Links**Commentary**

A total of 15 Freedom of Information Requests were received during June 2019. 14 of these were responded to within the 20 working day deadline. In May and June 2019 the Service is once again above target which shows and improvement in performance and indicates that a new response process following a business support restructure in late 2018 is now working.

Target	Current Quarter	Previous Quarter	Direction for Improvement	Change in Performance
90%	94.0%	79.0%	↑	↑
Statistical Neighbours Mean (2017/18)	England Mean (2017/18)	RAG Rating		
N/A	N/A	N/A		

Indicator Description

Proportions of Complaints received by the Place and Economy Service each month that have been answered within 10 days.

Useful Links**Commentary**

50 complaints received for June, 47 were responded to within the 10 working days giving a 94% pass rate.

ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN, TRAINING AND ANY APPOINTMENTS TO OUTSIDE BODIES AND INTERNAL ADVISORY GROUPS AND PANELS

To: **Economy and Environment Committee**

Meeting Date: **19th September 2019**

From: **Chief Executive**

Electoral division(s): **All**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **To review the Committee's agenda plan, suggest any additional training required and to consider any appointments required to be made to outside bodies and internal advisory groups and panels.**

Recommendation: **It is recommended that the Economy and Environment Committee:**

- (a) review its agenda plan attached at Appendix 1.**
- (b) Consider if any additional training is required for the Committee.**
- (c) agrees any appointments to outside bodies or Internal Advisory Groups and Panels that may be brought to the attention of the Committee requiring an appointment received after the publication of this report.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Rob Sanderson	Names:	Councillors Bates & Wotherspoon
Post:	Democratic Services Manager	Post:	Chairman/Vice-Chairman
Email:	Rob.sanderson@cambridgeshire.gov.uk	Email:	Ian.Bates@cambridgeshire.gov.uk Timothy.Wotherspoon@cambridgeshire.gov.uk
Tel:	01223 699181	Tel:	01223 706398

1. BACKGROUND

- 1.1 The Economy and Environment Committee has previously reviewed its agenda plan and training plan at every meeting.

Committee Plan

- 1.2 Appendix 1 sets out the current agenda plan. The Committee is invited to confirm that the June Reserve committee date should not go ahead.

Training Plan

- 1.3 The training plan for the Committee has been completed and is therefore no longer included. The Members of the Committee are invited to consider / make suggestions for any further training they think they might require.

Outside Bodies and Internal Advisory Appointments

- 1.4 None were required at the time of this report's publication. Should any arise between publication of the agenda and the meeting, they will be brought to the Committee's attention.

2. ALIGNMENT WITH CORPORATE PRIORITIES

2.1 A good quality of life for everyone

There are no significant implications for this priority.

2.2 Thriving places for people to live

There are no significant implications for this priority.

2.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3. SIGNIFICANT IMPLICATIONS


- 3.1 There are no significant implications within these categories:

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

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Not applicable
Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by Finance?	Not applicable
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Not applicable

Have the equality and diversity implications been cleared by your Service Contact?	Not applicable
Have any engagement and communication implications been cleared by Communications?	Not applicable
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Not applicable
Have any Public Health implications been cleared by Public Health	Not applicable

Source Documents	Location
None	

	Appendix	
ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN	Published on 2nd September 2019	 Cambridgeshire County Council

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

The definition of a key decision is set out in the Council's Constitution in Part 2, Article 12.

* indicates items expected to be recommended for determination by full Council.

+ indicates items expected to be confidential, which would exclude the press and public.

Draft reports are due with the Democratic Services Officer by 10.00 a.m. eight clear working days before the meeting.

The agenda dispatch date is six clear working days before the meeting.

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
19/09/19	Bourn Airfield Supplementary Planning Document	Colum Fitzsimons	Not applicable	06/09/19	10/09/19
	Cambridgeshire and Peterborough Combined Authority Consultation on the Local Transport Plan	Matt Bowles	Not applicable		
	Finance Report	Sarah Heywood / David Parcell	Not applicable		
	Performance Report	Business Intelligence	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Greater Cambridgeshire Local Plan Inception & Joint Planning & Transport Advisory Group Terms of Reference	Steve Cox	Not applicable		
	National and Regional Environment Agency Flood Risk Consultations	Julia Beeden	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
17/10/19	Alconbury Weald and Grange Farm Planning Applications	Colum Fitzsimons	Not applicable	04/10/19	08/10/19
	Cambridgeshire and Peterborough Minerals and Waste Local Plan – Submission Plan	Ann Barnes / Andy Preston	Not applicable		
	Royston to Granta Park Strategic Transport & Growth Study (A505) – Establishment of a Member Steering Group	Karen Kitchener / Andy Preston	Not applicable		
	Internal Audit Report - Ely Bypass	Duncan Wilkinson / Graham Hughes	Not applicable		
	Annual report on the Shared Trading Standards Service	Peter Gell	Not applicable		
	Business Planning a) Capital b) Revenue	Steve Cox	Not applicable		
	Risk Register Review	Steve Cox	Not applicable		
	Finance Report	Sarah Heywood / David Parcell	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
14/11/19	Finance Report	Sarah Heywood / David Parcell	Not applicable	01/11/19	05/11/19
	Business Planning	Steve Cox	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
05/12/19	Highways Response to West Cambridge Master Planning Report	David Allatt	2019/008	22/11/19	26/11/19
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
	Performance Report	Business Intelligence			
	Finance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Steve Cox	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
16/01/20	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable	03/01/20	07/01/20

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
06/02/20 (reserve date)	Finance Report	Sarah Heywood / David Parcell	Not applicable	24/01/20	28/01/20
05/03/20	Performance Report	Business Intelligence		21/02/20	25/02/20
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
23/04/20	Finance Report	Sarah Heywood / David Parcell	Not applicable	08/04/20	14/04/20
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
28/05/20	Finance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		