

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

This is the updated minutes action log as at 25<sup>th</sup> 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 12<sup>TH</sup> APRIL 2018 COMMITTEE**

<b>MINUTE NO.</b>	<b>REPORT TITLE</b>	<b>ACTION TO BE TAKEN BY</b>	<b>ACTION</b>	<b>COMMENTS</b>	<b>STATUS</b>
105.	<b>ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT</b>	<b>Rob Sanderson Democratic Services / Mairead Claydon Internal Audit</b>	<b>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.</b>	The report was considered at the 29 <sup>th</sup> 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 included for consideration later on the agenda for this meeting.	<b>ACTION COMPLETED</b>

**ACTIONS FROM 19<sup>TH</sup> SEPTEMBER 2019**

269.	<b>ECONOMY AND ENVIRONMENT COMMITTEE PERFORMANCE REPORT QUARTER 1</b>				
------	---	--	--	--	--

	a) Indicator 30 – ‘Local bus passenger journeys originating in the authority area’	<b>Matthew Tullett Senior Business Intelligence Analyst</b>	with reference to the last line of the indicator reading “We no longer report this information to the DfT…….’ one Member asked how the DfT was able to claim that nationally bus passenger numbers had declined if local authorities were no longer providing the information?	See response provided in the appendix which was sent to the Committee on 9 <sup>th</sup> October	<b>ACTION COMPLETED</b>
	b) Indicator 147 ‘Changes in traffic flows entering market towns – motor vehicle counts for market towns in Cambridgeshire’.	<b>Matthew Tullett Senior Business Intelligence Analyst</b>	Explanation required on the dramatically large increase in numbers at Ely	See the response in the appendix which was sent to the Committee on 9 <sup>th</sup> October	<b>ACTION COMPLETED</b>
	c) <b>Graphical presentation</b>	<b>Matthew Tullett Senior Business Intelligence Analyst</b>	This needs to be in a larger format as many of the Committee still receive hard copies	This will be actioned for the next update report	

## Appendix

### E-mail sent to the Committee and Councillor Whitehead on 9<sup>th</sup> October

Dear Economy and Environment Committee

During consideration of the first separate performance report for quarter 1 at the 19<sup>th</sup> September Committee two issues were raised for further officer response outside of the meeting. Please find the questions raised and the responses provided by the lead officer.

### Question raised

a) Indicator 30 – 'Local bus passenger journeys originating in the authority area'	with reference to the last line of the indicator reading "We no longer report this information to the DfT.....' one Member asked how the DfT was able to claim that nationally bus passenger numbers had declined if local authorities were no longer providing the information?
---	--

### Officer Response

The DFT website provided the following information:

#### **About bus statistics data and reports**

Most of the statistics published are National Statistics. Bus statistics were [assessed by the UK Statistics Authority](#) and [confirmed as National Statistics](#) in February 2013.

Most of the statistics are from an annual survey of over 500 bus operators. Some figures are from smaller surveys of local authorities (e.g. concessionary travel), the larger bus operators or other sources. London figures are provided by Transport for London.

Concessionary travel statistics tables containing data supplied by local authorities and industry bodies and those relating to bus service provision are outside the scope of National Statistics. The department's view is that all statistics which are not designated are robust and have been produced to a suitable standard.

Users should be aware that previously published figures derived from the annual PSV operator survey are routinely revised once a new year of data becomes available, due to the nature of the imputation method used.

Full details of the data sources and methods used can be found in the [guidance](#)

### **Question raised**

b) Indicator 147 'Changes in traffic flows entering market towns – motor vehicle counts for market towns in Cambridgeshire'.	Explanation required on the dramatically large increase in numbers
---	--

### **Officer Response**

I can offer a reply based on the raw numbers and potential reasons around the uplift in Ely:-

The traffic is a 1.7% increase which is 7,056 motor vehicles more vehicles than the previous traffic survey in 2017.

The total motor vehicles for 2017 was 405,004 and the total for 2018 was 412060.

The number has been going up steadily for the last five years (shown in the table below).

There were the Ely bypass works around that time which may have skewed Ely town centre traffic data. The service is exploring other possible explanations.

	St neots	Huntingdon	St Ives	Wisbech	March	Ely	Chatteris	Ramsey	Whittlesey	Total
2014	54170	75068	48229	64818	35116	42642	18997	19276	32061	390377
2015	54792	76025	49126	64397	34893	44182	17491	19010	31243	391159
2016	55908	76834	51246	64934	35389	46263	19688	19488	32541	402291

2017	58475	77847	48894	65533	35963	45921	18905	19813	33653	405004
2018	57850	77653	49609	65397	38418	48574	20737	19642	34180	412060
change 14-18	6.8%	3.4%	2.9%	0.9%	9.4%	13.9%	9.2%	1.9%	6.6%	5.6%
change 17-18	-1.1%	-0.2%	1.5%	-0.2%	6.8%	5.8%	9.7%	-0.9%	1.6%	1.7%

Kind Regards,

Matthew

---

**Matthew Tullett**

Senior Business Intelligence Analyst  
Business Intelligence  
Cambridgeshire County Council  
Octagon, Shire Hall  
Cambridge CB3 0AP

**Telephone (Mon, Tue & Thu):** 01223 728156

**Mobile (Wed & Fri):** 07795315916