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26 September 2013

To: The Leader – Councillor Ray Manning
Deputy Leader – Councillor Simon Edwards
Members of the Cabinet – Councillors Pippa Corney, Mark Howell, Mick Martin,
David Whiteman-Downes, Tim Wotherspoon and Nick Wright
Quorum: Majority of the Cabinet including the Leader or Deputy Leader

Dear Councillor

You are invited to attend the next meeting of **CABINET**, which will be held in the **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **FRIDAY, 4 OCTOBER 2013** at **2.00 p.m.**

Yours faithfully
JEAN HUNTER
Chief Executive

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AGENDA		PAGES
PROCEDURAL ITEMS		
1.	Apologies for Absence To receive apologies for absence from Cabinet members.	
2.	Minutes of Previous Meeting To authorise the Leader to sign the Minutes of the meeting held on 12 September 2013 as a correct record.	1 - 8
3.	Declarations of Interest	
4.	Announcements	
5.	Public Questions	
OPERATIONAL ITEMS		
6.	A14 Improvements: Response to Highways Agency Consultation	9 - 16

STANDING ITEMS

- 7. Issues arising from the Scrutiny and Overview Committee**
None
- 8. Issues arising from the Partnerships Review Committee**
None
- 9. Updates from Cabinet Members Appointed to Outside Bodies**
- 10. Reports from Cabinet Members attending Parish Council meetings**
- 11. Reports from Member Champions**

OUR LONG-TERM VISION

South Cambridgeshire will continue to be the best place to live, work and study in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

The Council will be recognised as consistently innovative and a high performer with a track record of delivering value for money by focusing on the priorities, needs and aspirations of our residents, parishes and businesses.

OUR VALUES

We will demonstrate our corporate values in all our actions. These are:

- Trust
- Mutual respect
- A commitment to improving services
- Customer service

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Agenda Item 2

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Cabinet held on
Thursday, 12 September 2013 at 6.00 p.m.

PRESENT: Councillor Ray Manning (Leader of the Council)
Councillor Simon Edwards (Deputy Leader of the Council, Finance and Staffing
Portfolio Holder, Vice-Chairman of Employment Committee)

Councillors: Pippa Corney Planning Policy and Localism Portfolio Holder
Mark Howell Housing Portfolio Holder
Mick Martin Environmental Services Portfolio Holder
David Whiteman- Corporate and Customer Services Portfolio Holder
Downes
Tim Wotherspoon Northstowe Portfolio Holder
Nick Wright Planning and Economic Development Portfolio Holder

Officers in attendance for all or part of the meeting:

Alex Colyer	Executive Director, Corporate Services
Jean Hunter	Chief Executive
Fiona McMillan	Legal & Democratic Services Manager and Monitoring Officer
Graham Aisthorpe- Watts	Democratic Services Team Leader
Mike Hill	Health and Environmental Services Director
Stephen Hills	Affordable Homes Director
Richard May	Policy and Performance Manager

Councillors David Bard, Kevin Cuffley, Sue Ellington, Cicely Murfitt, Charles Nightingale,
Ben Shelton, Hazel Smith, Bunty Waters and John Williams were in attendance, by invitation.

Procedural Items

13. MINUTES OF PREVIOUS MEETING

Further to minute number 5 of the previous meeting regarding the safeguarding of children and vulnerable adults, Councillor Ray Manning, Leader of the Council, reported that he had appointed Councillor Caroline Hunt as the Council's Member Champion for Children.

The minutes of the previous meeting, held on 27 June 2013, were **AGREED** as a correct record and signed by the Leader of the Council.

14. DECLARATIONS OF INTEREST

Councillor Mark Howell declared a non-pecuniary interest in minute number 17 as his friend lived close to the plot of land at Fen Road which was proposed for purchase by the Council.

15. ANNOUNCEMENTS

Councillor Ray Manning, Leader of the Council, informed those present that the date of November's Cabinet meeting would need to be re-scheduled. A revised date would be confirmed in due course.

16. PUBLIC QUESTIONS

No public questions had been received.

**Recommendations to
Council**

17. MILTON AND WHADDON: IMPROVING EXISTING GYPSY AND TRAVELLER ACCOMMODATION

A report was considered, which sought a recommendation to Council for the establishment of a budget to acquire an existing run down private site for Gypsy and Traveller accommodation, the acquisition of two existing Gypsy and Traveller sites from the County Council, together with funding to complete a site refurbishment at no cost to the local Council Tax payer.

Councillor Mark Howell, Portfolio Holder for Housing, presented the report and highlighted that there was a need for sites at affordable rents for the Gypsy and Traveller population, similar to the affordable housing sector, as not every Gypsy or Traveller was able to afford access to a private site and there was currently a waiting list for affordable rented pitches.

It was noted that the Council currently acted as the managing agent for the occupied Gypsy and Traveller sites at Blackwell (Milton) and Whaddon and was successful in 2010 in securing significant inward investment in the site at Blackwell from the Homes and Communities Agency. The County Council had signalled its intention to sell these sites in 2011 and Councillor Howell felt that their purchase by the District Council would make the sites much easier to manage.

The site at Fen Road already had planning permission for use as a Gypsy and Traveller site and was currently in private ownership. It had become run down and had been served with Environmental Health enforcement notices. Councillor Howell reported that liaison with local Members had been very positive, who themselves had also been very helpful in liaising with the Gypsy and Traveller community. Upon purchasing the site, the intention was that it be redeveloped to modern standards.

Ian Manning, County Councillor for the East Chesterton Division, was invited to speak and outlined his support in opening up a dialogue and working constructively with South Cambridgeshire District Council. He expressed a concern regarding additional traffic on Fen Road should the proposed purchase go ahead, but acknowledged that the District Council was seeking to improve the situation following the poor management of the site. He was very keen to see the Council consult with residents at the other end of Fen Road to explain the reasons behind the proposals and extended an invitation to Members of Cabinet to attend meetings of the Fen Road Steering Group.

Councillor Howell, in response, stated that he was happy to enter into consultation with residents and clarified that one of the pitches would be owned by Cambridge City Council, emphasising that the District Council and City Council were working very closely together on this issue. The Council was determined to manage the Fen Road site effectively and Councillor Howell confirmed that the proposal's business case included the additional recruitment of a part-time site warden. In responding to concerns about additional traffic, Councillor Howell reminded Cabinet that planning permission already existed for nine pitches meaning that associated traffic was already there and not as a consequence of this proposal. He did however accept that there would be some additional traffic on a temporary basis whilst the refurbishment works took place.

Councillor Hazel Smith, speaking as a local Member, was pleased to see money being spent in the locality and welcomed a good model rental site alongside private rentals, which she felt may bring the whole area up to a good standard. Councillor Smith advised Cabinet that working closely with the community throughout this proposal would be extremely important.

Councillor Ray Manning, Leader of the Council, stated that he and Councillor Mark Howell would be pleased to attend meetings of the Fen Road Steering Group, as requested.

Cabinet: -

(a) **APPROVED** in principle: -

- (i) the acquisition of the sites at Fen Road and Blackwell, Milton and New Farm, Whaddon;
- (ii) the allocation of funds to refurbish the site at New Farm, Whaddon, to include the addition of two further pitches;
- (iii) the purchase of the site at Fen Road, Milton.

(b) **RECOMMENDED** to Full Council that an initial financial contribution of up to £900,000 be established to achieve these transactions, on a business case, with the Council investment being recovered through the income collected from the sites.

(c) **RECOMMENDED** to Full Council the delegation on the final decision to the Section 151 Officer in consultation with the Finance and Staffing Portfolio Holder pending the completion of a full detailed business case that demonstrates financial viability.

18. LOCALISED COUNCIL TAX SUPPORT SCHEME 2013/14: REVIEW OF OPERATION

Cabinet considered a report which reviewed the operation of the 2013/14 Localised Council Tax Support Scheme and set out options for the Localised Council Tax Support Scheme for 2014/15.

Councillor Simon Edwards, Deputy Leader and Portfolio Holder for Finance and Staffing, presented the report and stated that the Localised Council Tax Support Scheme for 2013/14 had worked well for the first six or seven months of its implementation. Only one appeal had been submitted to the Council, which Councillor Edwards was pleased with as he felt it showed that people understood the changes introduced as part of the Scheme. He reported that there were around 150 fewer benefit claimants as a result of the Scheme, the number of which would have increased to 200 had the Scheme not been introduced, saving approximately £6,000 and equating to a 6% reduction.

The report included reference to the parish grant and it was noted that the formula grant the District Council received would be significantly reduced in 2014/15, no longer including a separately identifiable grant for parishes. The Council would be informing Parish Councils in September 2013 of their anticipated tax bases for 2014/15 and it was proposed that parish grant would not be payable for 2014/15.

In closing, Councillor Ray Manning, Leader of the Council, took this opportunity on behalf of Cabinet to thank the team for their outstanding work in developing and implementing the Localised Council Tax Support Scheme.

Cabinet: -

- (a) **NOTED** the feedback from the operation of the 2013/14 Localised Council Tax Support Scheme.
- (b) **RECOMMENDED** to Full Council the continuation of the current Localised Council Tax Support Scheme for 2014/15.
- (c) **AGREED** that the parish grant would not be payable in 2014/15.

19. DISCRETIONARY HOUSING PAYMENTS: REVISED POLICY

Consideration was given to a report which requested the adoption of an amended policy for the granting of Discretionary Housing Payments.

The report was presented by Councillor Simon Edwards, Deputy Leader and Portfolio Holder for Finance and Staffing, who explained that the amended policy included the following additions: -

- support for tenants who were affected by changes to the under occupation rules, particularly where a move to alternative accommodation would be problematic;
- support for tenants who were affected by the benefits cap;
- support for tenants who were in employment but were unable to meet their housing costs due to additional expenses.

Cabinet **ADOPTED** the amended policy for Discretionary Housing Payments, as appended to the report.

20. DISCRETIONARY HOUSING PAYMENTS (DHP) FOR COUNCIL TENANTS: ADDITIONAL FUNDING REQUEST

Cabinet considered a report regarding the provision of additional funding for Discretionary Housing Payments for council tenants to be made available from the Housing Revenue Account.

Councillor Simon Edwards, Deputy Leader and Portfolio Holder for Finance and Staffing, presented the report which followed the previous item and sought to put the necessary funding in place to deliver the aims set out in the revised Discretionary Housing Payments Policy.

Cabinet: -

- (a) **APPROVED** a Council application seeking consent from the Department for Local Government and Communities to use funding of up to £100,000 from the Housing Revenue Account for Discretionary Housing Payments for South Cambridgeshire District Council tenants who have been affected by a reduction in Housing Benefit due to welfare reform changes.
- (b) **APPROVED**, subject to consent from the Department for Communities and Local Government, implementation of a specific Discretionary Housing Payment fund for Council tenants to be allocated in accordance with the overall Council Discretionary Housing Payments Policy.

21. COUNTY-WIDE ASSET MANAGEMENT PLAN

Cabinet considered a report which sought authority to progress work towards the creation of a publicly owned joint venture to deliver the Making Assets Count Programme.

Councillor David Whiteman-Downes, Portfolio Holder for Corporate and Customer Services, presented the report and informed Cabinet that the Making Assets Count Programme Board had identified a recommended solution for the joint management of the property assets of the public sector in Cambridgeshire. The report set out how these property assets might be best managed to reduce costs and improve efficiency.

It was noted that Making Assets Count was a partnership of all five District Councils, the County Council, Police Service, Fire Service and Health providers.

Councillor Whiteman-Downes explained that the joint venture would provide partners with opportunities to share their assets and gave an example of employees from Cambridgeshire County Council being able to use South Cambridgeshire Hall as their main office, rather than County Hall in Cambridge. He emphasised that the Council would not be sharing liability for any other partner's assets by entering into this joint venture, it was simply to make better use of public sector assets in the county.

In discussing the benefit of forming a partnership, Cabinet noted the timeline it would take for a joint decision to be made by all partners during a normal decision-making cycle as being approximately thirteen weeks. The governance of the Making Assets Count Public Property Partnership would likely reflect a 'one member, one vote' arrangement with dividends returned to the partners in proportion to the assets invested in the joint venture. Cabinet agreed that only elected representatives should be entitled to vote, acknowledging the difficulties this presented with regard to public sector organisations such as Health providers.

Members noted that the proposal at this stage was for an agreement in principle only and, if supported, a more detailed report would be submitted to Cabinet in due course.

Cabinet: -

- (a) **AGREED** in principle to the proposal to create a publicly owned joint venture (Making Assets Count Public Property Partnership), in which South Cambridgeshire District Council would be a key partner, to manage public sector assets across Cambridgeshire.

- (b) **AGREED** that work be undertaken to develop the detail of the proposal and that this work be reported back to Cabinet.

22. ENFORCEMENT AND INSPECTION POLICY

Consideration was given to a report on South Cambridgeshire District Council's draft corporate Enforcement and Inspection Policy, which sought agreement to undertake a consultation exercise with local businesses and Parish Councils on the content of the document.

The report was presented by Councillor Mick Martin, Portfolio Holder for Environmental Services, who reminded Cabinet that the draft Enforcement and Inspection Policy was a high-level statement of the Council's intent for the way it undertook its enforcement and inspection activities across all its enforcement and inspection teams.

Cabinet agreed that consultation should also take place with residents, as well as local business and Parish Councils.

Cabinet **APPROVED** the draft corporate Enforcement and Inspection Policy for consultation with residents, local businesses and Parish Councils, as appended to the report.

23. MATERIALS RECYCLING FACILITY (MRF) PROCUREMENT PROCESS

A report was considered which sought Cabinet's commitment towards the collaborative procurement and award of Materials Recovery Facility services for bulking, sorting and onward processing/sale of recyclable 'blue bin' materials with other RECAP waste partners. It also sought approval and reaffirmation of the RECAP Partnership Charter and, in particular, approval of the additional Schedule 2 Governance Agreement relating to the principles of commitment, collaboration and operation of joint Materials Recycling Facility contracts.

Councillor Mick Martin, Portfolio Holder for Environmental Services, presented the report and referred to the Schedule 2 Governance Agreement appended to the report, which essentially set out the management of procurement in relation to the operation of a joint contract for bulking, sorting and onward progressing/sale of recyclable materials.

Cabinet: -

- (a) **AGREED** the Council's commitment to the procurement and appointment of a contractor to deliver Joint Materials Recycling Facility services for bulking, sorting and onward processing/sale of recyclable materials for all participating RECAP partners, unless all partners agreed not to appoint.
- (b) **APPROVED** on behalf of the Council the 'RECAP Partnership Charter', as appended to the report, including approval of the additional Schedule 2 Governance Agreement relating to the operation of the Joint Materials Recycling Facility contract, commitment to participation in and commitment of recyclable materials into the joint contract.
- (c) **AGREED** delegation to the relevant officer responsible for authorisation of the final invitation to tender to award the contract, in consultation with Members as appropriate.

- (d) **AGREED** that Peterborough City Council would nominate a preferred supplier in collaboration with the participating partners, for the provision of the services of bulking, sorting and onward processing/sale of recyclable materials contract, on behalf of both Peterborough City Council and the RECAP participating partners.

24. MINUTES OF JOINT MEETING HELD ON 23 MAY 2013

The minutes of the joint meeting between the Leader of the Council, the Environmental Services Portfolio Holder and the Planning Policy and Localism Portfolio Holder held on 23 May 2013 were **AGREED** as a correct record and signed by each respective Member.

Information Item

25. POSITION STATEMENT: FINANCE, PERFORMANCE AND RISK

Cabinet considered a report which provided a statement on the Council's position with regard to its General Fund, Housing Revenue Account and capital budgets, corporate objectives, performance indicators and strategic risks.

Councillor Simon Edwards, Deputy Leader and Portfolio Holder for Finance and Staffing, presented the report and highlighted one area of concern which related to Non-Domestic Rates and the number of appeals that were awaiting resolution by the Valuation Officer. He reported that the Council's Executive Director, Corporate Services, had conveyed the Council's concerns to the Valuation Officer about the length of time it took to resolve these appeals.

In terms of the Medium Term Financial Strategy, Councillor Edwards reported that the Council was already planning for a substantial reduction in the amount of government grant received. The Chancellor's spending review set out proposals for local government to bear a 10% cut in funding from 2015-16, whilst at the same time preventing Council Tax increases above 2% without prior approval in a referendum. He also reported that the government had since announced that a proportion of New Homes Bonus would be top-sliced to fund Local Enterprise Partnerships. The Council had previously agreed not to rely on the New Homes Bonus when setting future budgets due to its vulnerability and Councillor Edwards stated that this announcement vindicated the Council's policy in this respect.

Councillor Edwards was pleased to report that rent collections continued to perform strongly at a rate of 96.6% for the first quarter. He also reported the on-going reduction in staff sickness absence as being 1.6 days per employee and took this opportunity to thank members of staff and managers for their contributions towards this performance.

It was noted that the recommendations within the report were supported by the Scrutiny and Overview Committee at its meeting on 5 September 2013.

Councillor Ray Manning, Leader of the Council, reported that a consultation over the New Homes Bonus was currently open, the closing date for which was 19 September 2013. Cabinet agreed that a response to the consultation should be submitted and signed by the Leader and Deputy Leader of the Council

Cabinet: -

- (a) **NOTED** the Council's provisional outturn position together with the performance and risk matters set out in the report and appendices.
- (b) **AUTHORISED** the Finance and Staffing Portfolio Holder to make representations to Government, expressing the authority's concerns regarding national Non-Domestic Rate appeals and requesting urgent action to address the issue.

Standing Items

26. ISSUES ARISING FROM THE SCRUTINY AND OVERVIEW COMMITTEE

Cabinet: -

- (a) **REFERRED** the Scrutiny and Overview Committee's recommendation relating to Parish Council Neighbourhood Plans to the Portfolio Holder for Planning Policy and Localism, for her to provide a response upon invitation to a future meeting of the Committee.
- (b) **AGREED** that the draft 'high level' infrastructure list in relation to the Council's Community Infrastructure Levy proposals be referred to the Scrutiny and Overview Committee at the end of the consultation process, subject to agreement by the Chairman of the Scrutiny and Overview Committee.
- (c) **REFERRED** the Scrutiny and Overview Committee's recommendations relating to redundant ICT equipment to the Portfolio Holder for Corporate and Customer Services, for his consideration.

27. UPDATES FROM CABINET MEMBERS APPOINTED TO OUTSIDE BODIES

No updates were received.

28. REPORTS FROM CABINET MEMBERS ATTENDING PARISH COUNCIL MEETINGS

Councillor Mark Howell, Portfolio Holder for Housing, reported that he had recently attended a meeting at Milton Parish Council.

Councillor Nick Wright, Portfolio Holder for Planning and Economic Development reported that he had recently attended a meeting at Hatley Parish Council.

29. REPORTS FROM MEMBER CHAMPIONS

No updates from Member Champions were reported.

The Meeting ended at 8.13 p.m.

Agenda Item 6

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Leader and Cabinet

4 October 2013

LEAD OFFICER: Director of Planning and New Communities

A14 IMPROVEMENTS: RESPONSE TO HIGHWAYS AGENCY CONSULTATION

Purpose

1. To agree the Council's response to the Highways Agency consultation on the A14 Cambridge to Huntingdon Improvement scheme.
2. This is not a key decision because it is responding to a consultation. It was first published in the 5 September 2013 Forward Plan.

Recommendations

3. It is recommended that Cabinet agrees the response to the A14 Cambridge to Huntingdon Improvement set out in paragraphs 19 – 39 of this report.

Reasons for Recommendations

4. Improvements to the A14 are important for the delivery of the growth agenda, the economy, village amenity and to improve journey times and road safety for the travelling public. The road has a significant impact on the environment and economy of the district, therefore it is recommended that the Council responds to the consultation on a range of issues.

Background

5. The A14 plays an important role as an east west transport corridor, as well as linking the M11 to the A1 for northbound traffic. It is also used by a considerable amount of local traffic. The A14 is running over capacity, and suffers regular congestion with knock-on traffic diversion through the district's villages. The lack of capacity impacts on growth plans for the Cambridge area, in particular Northstowe where 1500 homes are being built with the existing capacity.
6. The principle of the A14 improvement was included in the remit of the Cambridge to Huntingdon Multi-Modal Study (CHUMMS) in 2001. A series of public consultations were carried out by the Highways Agency (HA) leading to publication of draft Orders for the A14 Ellington – Fen Ditton scheme and the proposed start of a public inquiry in 2010. A meeting of the Portfolio Holders for Planning, New Communities and Environmental Services (10 December 2009) agreed the Council's response to the draft orders, to support the A14 improvement scheme in principle and urge the delivery of the scheme as soon as possible, along with a range of more detailed comments to be addressed by the scheme.
7. The Government's 2010 Comprehensive Spending Review cancelled the planned implementation of the £1.1 billion scheme, as it was deemed unaffordable at the beginning of the economic downturn. In response to this the Department of Transport initiated an A14 Study to explore options for the corridor, along with an

'A14 Challenge', which sought views of the public and key stakeholders on solutions for the A14 corridor.

8. In response to the A14 Challenge Cambridgeshire County Council, South Cambridgeshire, Huntingdonshire, Fenland, and East Cambridgeshire issued a joint response emphasising the importance of the route to national and local economic prosperity, and the need for a radical multimodal policy rather than piecemeal solutions. Priorities for highway upgrading were the lengths between Girton and Huntingdon, an offline new road between Fen Drayton and Brampton, removal of the Huntingdon viaduct, and improvements between Fen Ditton and Girton to address queuing from the online carriageways. Delivery of infrastructure could require tolling, with appropriate offline access roads for local traffic.
9. Cabinet in June 2013 considered a report on the delivery of Northstowe. The report indicated that detailed work was proceeding on the basis of a tripartite funding split between central Government, the affected local authorities and income to be derived from tolling. A report on the scheme and funding details would be presented to Cabinet at a later stage. Cabinet agreed in principle the Council's support for the A14 Improvement Scheme and authorised officers to proceed to negotiate an Agreement with the County Council for this purpose, subject to a detailed scheme to be reported to Cabinet and Council in due course.
10. **This report to Cabinet seeks to agree a response to the current consultation but does not address the financial agreements, which will be considered by Cabinet separately.**
11. The Highways Agency have carried out appraisals of options, and developed proposals for a Huntingdon to Cambridge Improvement Scheme. They are consulting on the scheme until 13 October 2013. They intend to make a Preferred Route announcement in late 2013, followed by further public consultation. The project is classified by the Planning Act 2008 as a Nationally Significant Infrastructure Project (NSIP), which will require a Development Consent Order application, anticipated in late 2014. This would be considered by the Planning Inspectorate (anticipated to take 6 months). Construction would commence in 2016, and take 3 to 4 years to complete.
12. The proposed Scheme is fundamentally the same as the abandoned 2010 Scheme with these principal differences:
 - (a) Upgrading the dual lane section of the A1 north of the new A14 to dual 3 lanes
 - (b) the A1198 partial junction on the Huntingdon Southern Bypass would include emergency only east facing slip roads
 - (c) from the end of the Huntingdon Bypass to the Girton interchange the A14 would be upgraded online
 - (d) between Bar Hill and the Girton interchange, the A14 would be 4 lanes in each direction (the 2010 Scheme proposed 3 lanes as now)
 - (e) Between Bar Hill and the A1, the A14 would be dual 3 lanes as in the 2010 scheme
 - (f) the design of the Swavesey interchange has been simplified but remains in the same location as previously proposed
 - (g) the Bar Hill junction has been redesigned as a full junction with the A14 (previous scheme was a partial junction) and would become the last junction with the A14 before the Girton interchange
 - (h) there is no junction proposed at Dry Drayton

- (i) the Girton interchange has been simplified but still allows for the same movements as now and as proposed in the 2010 Scheme
- (j) The parallel dual carriageway local roads between Fen Drayton and the Girton Interchange are replaced by one single carriageway road on the north side of the A14 between Fen Drayton and the current Dry Drayton junction at which point it crosses to the southern side of the A14
- (k) Lolworth is accessed via an overbridge from the parallel road on the north side of the A14 between the Swavesey and Bar Hill junctions
- (l) A single carriageway road on the south side of the A14 between Conington and the Swavesey interchange

Considerations

- 13. The 2012 A14 Study came up with six options proposing various elements of improvement. Options include schemes which focus on the area around Cambridge, exclude local access roads, or maintain the Huntingdon viaduct. One option considered the alternative of upgrading the A428 / A1198 as an alternative route. The best performing two options included a Huntingdon southern bypass and include the proposed scheme.
- 14. The proposed scheme comprises:

Element 1 – Huntingdon Southern Bypass, (A1 to Swavesey)

- New offline route from Ellington to A1 at Brampton (Dual 2 lane), and then Dual 3 lanes to Swavesey;
- No connection for traffic joining/exiting the A14 from A1 south. Traffic to/from the A1 south would be expected to use the A428 Girton to St Neots;
- Crosses A1198 north of Papworth Everard with west facing slips and emergency east facing slips;
- Tolling between Ellington and Swavesey;
- Separately the Highways Authority (HA) is also proposing to widen A1 Brampton to Ellington;
- Old A14 to be de-trunked;
- Viaduct over railway at Huntingdon will be demolished;

Element 2 – A14 online improvement

- Online widening Swavesey to Bar Hill to Dual 3 lane, and Dual 4 lane Bar Hill to Girton;
- New single carriageway Local Access Road Fen Drayton to Girton – north side of the A14 between Fen Drayton and Dry Drayton; and south side of the A14 from Dry Drayton to Cambridge;
- Lolworth accessed by an overbridge from the Local Access Road;
- Junctions onto main A14 at Swavesey (relocated north of the existing junction and providing access for A14 traffic to the existing Cambridge Services) and Bar Hill (No longer a junction at Fen Drayton);

Element 3 – Girton Interchange

- New simplified interchange to improve traffic flows and merging issues;
- Provides access to the Local Access Road;
- Maintains existing traffic movements (no additional movements e.g. A428 to A14 west, A428 to M11 south);

Element 4 – Cambridge Northern Bypass

- Widened to Dual 3 lane Histon to Milton (to link with existing 'pinch point' 3 lane scheme Girton to Histon);
 - Improvements to Histon and Milton Junctions to reduce queuing on A14.
15. Most of the funding will come from Central Government and tolling of the new Huntingdon South Bypass between Swavesey and the A1, but the local authorities and Local Enterprise Partnership in Greater Cambridge have been asked to contribute a total of £100m between them towards the costs of construction. South Cambridgeshire's contribution is still to be decided.
16. Due to the scale and cost of the scheme the government believes users should make a direct contribution to the cost of the scheme through tolling. The consultation states that it is essential to the business case. The HA have looked at a range of options, including their impact on traffic diverting to other routes, and have identified the new offline section between Swavesey and Ellington for tolling. Tariffs would be £1 to £1.50 for cars (current costs) per trip, and around double this for larger vehicles. Alternative un-tolled routes for heavy traffic would be A428 to A1, or A roads through St Ives / Huntingdon. Light vehicles could also use the former A14 route through Huntingdon. Tolling would apply from 06:00 to 22:00, and be charged through number plate recognition. The HA considered tolling Ellington to Girton, but this would need a dual carriageway local road, and would significantly increase the cost of the scheme. Views are sought on the way tolling is carried out, and the length of road covered.

Options

17. Alternative approaches relate to the form of the response. Cabinet is recommended to address the following issues:

Principle of the scheme

18. The Council has previously stressed the urgency of improvement of the A14 to the District.
19. **Recommended Response:** Reiterate to the Highways Agency the importance of addressing improvements to the A14 as soon as possible. Improvements to the A14 are necessary in order to deliver the local growth agenda, protect village amenity and improve journey times and road safety for the travelling public.

Alternative Schemes

20. Previously the Council has supported a similar online route from Fen Ditton to Fen Drayton with a Huntingdon Bypass along a similar alignment, and de-trunking of the existing route between Fen Drayton and the A1. The Joint Response to the A14 Challenge recommended a scaled down version of the previous scheme.
21. **Recommended Response:** The A14 study shows that the alternative route utilising the A428 / A1198 (option 6) would be less effective and have greater negative impacts on existing communities, and is therefore not supported.

Tolling

22. The Joint response to the A14 Challenge indicated that a scheme could involve tolling if it would secure delivery given the state of national public finances, but there

would need to be appropriate un-tolled access roads to allow local traffic to reach the settlements in the corridor.

23. **Recommended Response:** The principle of tolling is not addressed in this report but the Highways Agency does need to consider impact on surrounding routes e.g. A428, particularly in combination with growth plans set out in the Proposed Submission Local Plan. The Agency should also consider the options for improvements to increase capacity on the A428 between Caxton Gibbet and the A1, which is also a priority.

Local Access Road

24. The previous scheme incorporated a dual carriageway Local Access Road from Fen Drayton to Girton, in a number of places using the existing A14, with the new route being constructed alongside. The new scheme has a single carriageway Local Access Road, which runs on the northern side of the A14 from Fen Drayton to Dry Drayton, and then crosses to the southern site before merging with the Girton Interchange. A short stretch of single carriageway road connects Conington to the Swavesey interchange. A single carriageway road reflects the suggestion of the Cambridgeshire Authorities to the A14 Challenge.
25. The new scheme also proposes upgrading the A14 to 4 lanes in each direction from Bar Hill to Girton rather than retaining dual 3 lanes as now and as proposed in the 2010 Scheme.
26. **Recommended Response:** Provision of a Local Access Road is important to ensure local people can access settlements in South Cambridgeshire when the A14 has fewer junctions than at present and to improve traffic flow on the A14. The HA should include cycling, walking and horse provision along this route, linking into cycling improvements planned in association with Northstowe.

A1198 Junction

27. A junction with only west facing slips (with eastern emergency slips) was proposed by the previous scheme, and supported by the Council. This approach has been continued in the new scheme.
28. **Recommended Response:** Support the approach to west facing slips (with eastern emergency slips) at the A1198 junction.

Bar Hill Junction

29. The Bar Hill junction would provide access to the local access road and the main A14. The Council previously expressed support for retention of the existing over bridge at Bar Hill as a route for non-motorised users, and this has been included in the current scheme.
30. **Recommended Response:** Support the retention of existing over bridge at Bar Hill as a route for non-motorised users

Dry Drayton Junction

31. The junction would provide access to the Local Access Road only, not to the main A14. Road users joining this junction would have the choice of following the Local

Access Road to the Girton Interchange, or north to the Bar Hill Junction where they could join the A14.

32. The HA have indicated to Officers that 10,000 units at Northstowe has been included in the A14 modelling, including the first phase of 1500, to understand how the scheme would work when the new town reaches its eventual size.
33. **Recommended Response:** Request that the HA continue to work with the District and County Councils and as appropriate with the Homes and Communities Agency regarding the relationship of the scheme with Northstowe through the detailed design stages. Support improved connections for Lolworth which will improve safety.

Girton Interchange

34. The proposal addresses many issues with the existing junction, but does not provide additional movements (e.g. A428 to M11 or A14). The Council has previously accepted this due to evidence provided by the HA of the benefits compared to the costs. However with the A1303 between Madingley Hill and M11 being used by trunk road traffic causing substantial delays to local traffic, and the development proposed along the A428 at St Neots, Cambourne and Bourn Airfield, the Highways Agency should look again at linking the A428 west of the Girton Interchange to the M11 south.
35. **Recommended Response:** The HA should consider additional movements at the Girton interchange, particularly A428 to A14, and A428 to M11, particularly in light of growth plans in the A428 corridor. Alternatively, the Highways Agency should upgrade the A1303 to accommodate trunk road traffic.

Histon and Milton Junctions

36. The scheme indicates improvement of Histon and Milton junctions to provide improved capacity and to reduce queuing back onto the bypass. Previously the Council expressed the importance of cycling across the Histon Junction. It is understood that the Highways Agency's plans for the Milton junction do not take account of the traffic from the new town proposed at Waterbeach in the draft Local Plan.
37. **Recommended Response:** The Housing Agency should consider general opportunities to improve the functions of these junctions, including for traffic not using the A14. Improvements to the Histon junction should consider the needs of cyclists between Cambridge and Histon, and seek to improve safety. Consideration should be given to designing the A10/A14 Milton interchange to accommodate traffic from the proposed Waterbeach new town.

Other Issues

38. A number of issues remain to be explored through the more detailed design of the scheme.
39. **Recommended Response:** The Highways Agency should:
 - Consider the impact of planned growth in adopted and proposed submission local plans;

- Continue to work with the Council on local environmental issues such as noise, lighting, air quality, ecology, heritage, and landscape impact as the scheme progresses. The HA are urged to fully consider impacts on existing communities, and planned developments along the route, and work with the Council to determine appropriate mitigation measures, including to mitigate impacts during the construction phase. Given that HGV traffic is likely to increase after 10 pm when tolling ends, particular consideration should be given to the merits of laying a quiet road surface on the Cambridge Northern Bypass which lies close to existing residential in locations such as Orchard Park;
- Fully consider the impact on non-motorised routes, and seek to maintain and improve accessibility;
- Consider impact on flooding and drainage, and reduce risks elsewhere where practicable, and fully address maintenance of infrastructure. This includes working with the Council's Drainage Manager in relation to Award Drains;
- Support recycling of materials from development sites e.g. Northstowe;
- Design the scheme to aid future maintenance, in particular edge of road drainage should utilise an open 'v' gully (similar to that used on A428).

Implications

40. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Financial

41. As detailed earlier this report to Cabinet seeks to agree a response to the current consultation, and does not address the financial agreements, which will be considered by Cabinet separately.

Legal

42. The Council will have a role in the Development Consent Order application, including commenting on the Statement of Community Consultation.

Staffing

43. As there are significant issues for the District, officers will need to continue to be involved in the A14 scheme as it evolves, including involvement in the Development Consent Order Process which will require input from Development Control and Planning Policy Officers.

Risk Management

44. Development of Northstowe as a whole is dependant on the A14 improvements. Lack of development progress could lead to the authority being unable to deliver its housing needs, resulting in the Council having to meet the shortfall in the short term from developments in existing villages or undermine the strategy in the Proposed Submission Local Plan.

Climate Change

45. Modelling (in the A14 Study) indicates an increase in carbon emissions as a result of the highway improvements due to increased speed and travel distances.

Consultation responses (including from the Youth Council)

46. None.

Effect on Strategic Aims

Aim 2 - We will work with partners to create opportunities for employment, enterprise, education and world-leading innovation

47. Capacity of the A14 is an important issue for the economy of the area.

Aim 3 - We will make sure that South Cambridgeshire continues to offer an outstanding quality of life for our residents

48. The A14 is a key part of the transport infrastructure of the area, and impacts on quality of life.

Background Papers:

The A14 Huntingdon to Cambridge Improvement consultation documents can be found on the Highways Agency website: <http://www.highways.gov.uk/roads/road-projects/a14-cambridge-to-huntingdon-improvement-scheme/>

Joint response to the A14 Challenge by Cambridgeshire County Council, South Cambridgeshire, Huntingdonshire, Fenland, and East Cambridgeshire:

Letter: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/DBCAF02B-417D-4332-9399-055F10D8C0B0/0/120208ResponsetotheA14ChallengeFV.pdf>

Statement: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/D11F87FC-3AEE-4B16-B27B-27DEF56FCC7B/0/120208A14ChallengeJointResponseFV.pdf>

Planning and New Communities Joint Portfolio Holders' Meeting 10 December 2009
<http://moderngov/ieListDocuments.aspx?CId=872&MId=4980&Ver=4>

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