

A meeting of the **CABINET** will be held in **CIVIC SUITE A, GROUND FLOOR, PATHFINDER HOUSE, ST MARY'S STREET, HUNTINGDON, PE29 3TN** on **THURSDAY, 17 JUNE 2010** at **7:00 PM** and you are requested to attend for the transaction of the following business:-

## **APOLOGIES**

  
**Contact  
(01480)**

**1. MINUTES (Pages 1 - 4)**

To approve as a correct record the Minutes of the meeting of the Cabinet held on 19 May 2010.

**Mrs H J Taylor**

**2. MEMBERS' INTERESTS**

To receive from Members declarations as to personal and/or prejudicial interests and the nature of those interests in relation to any Agenda item. Please see Notes 1 and 2 overleaf.

**3. TREASURY MANAGEMENT ANNUAL REPORT 2009/10  
(Pages 5 - 18)**

By way of a report by the Head of Financial Services, to receive the annual report on treasury management 2009/10.

**Mrs E Smith  
388157**

**4. RAMSEY MARKET TOWN TRANSPORT STRATEGY  
(Pages 19 - 46)**

To receive a report by the Head of Planning Services seeking approval for the first Ramsey Market Town Transport Strategy.

**S Bell  
388387**

**5. TRANSFER OF S106 ASSET, COMMUNITY BUILDING AT  
LOVES FARM (Pages 47 - 50)**

To consider a report by the Director of Environmental & Community Services outlining a suggested management arrangement for the proposed Loves Farm Community Building.

**M Sharp  
388300**

**6. CAR PARKING ORDERS (Pages 51 - 78)**

To consider a report by the Chief Officers' Management Team regarding the outcome of consultation on proposals to introduce new Orders governing the use of car parks operated by the Council.

**A Roberts  
388015**

**7. CAMBRIDGESHIRE VOLUNTARY SECTOR:  
INFRASTRUCTURE REVIEW (Pages 79 - 86)**

To consider a report by the Head of Environment & Community Health Services (Community Manager) regarding the impact on Huntingdonshire communities of changes to financial support of voluntary groups in the County.

**D Smith  
388377**

**8. PERFORMANCE MANAGEMENT (Pages 87 - 110)**

To consider a report by the Head of People, Performance & Partnerships containing details of the Council's performance against its priority objectives.

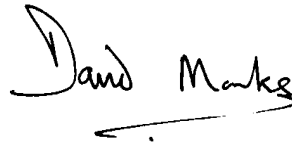
**D Buckridge  
388065**

**9. REPRESENTATION ON ORGANISATIONS 2010/11 (Pages 111 - 120)**

To consider a report by the Head of Democratic and Central Services in relation to the appointment/nomination of representatives to serve on a variety of organisations.

**Mrs H Taylor  
388008**

Dated this 11 day of June 2010



Chief Executive

**Notes**

1. *A personal interest exists where a decision on a matter would affect to a greater extent than other people in the District –*
  - (a) *the well-being, financial position, employment or business of the Councillor, their family or any person with whom they had a close association;*
  - (b) *a body employing those persons, any firm in which they are a partner and any company of which they are directors;*
  - (c) *any corporate body in which those persons have a beneficial interest in a class of securities exceeding the nominal value of £25,000; or*
  - (d) *the Councillor's registerable financial and other interests.*
2. *A personal interest becomes a prejudicial interest where a member of the public (who has knowledge of the circumstances) would reasonably regard the Member's personal interest as being so significant that it is likely to prejudice the Councillor's judgement of the public interest.*

**Please contact Mrs H Taylor, Senior Democratic Services Officer, Tel No. 01480 388008/e-mail Helen.Taylor@huntsdc.gov.uk /e-mail: if you have a general query on any Agenda Item, wish to tender your apologies for absence from the meeting, or would like information on any decision taken by the Cabinet.**

**Specific enquiries with regard to items on the Agenda should be directed towards the Contact Officer.**

**Members of the public are welcome to attend this meeting as observers except during consideration of confidential or exempt items of business.**

Agenda and enclosures can be viewed on the District Council's website – [www.huntingdonshire.gov.uk](http://www.huntingdonshire.gov.uk) (*under Councils and Democracy*).

**If you would like a translation of  
Agenda/Minutes/Reports or would like a  
large text version or an audio version  
please contact the Democratic Services Manager  
and we will try to accommodate your needs.**

***Emergency Procedure***

*In the event of the fire alarm being sounded and on the instruction of the Meeting Administrator, all attendees are requested to vacate the building via the closest emergency exit.*

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# Agenda Item 1

## HUNTINGDONSHIRE DISTRICT COUNCIL

MINUTES of the meeting of the CABINET held in the Meeting Room 0.1A, Pathfinder House, St Mary's Street, Huntingdon on Wednesday, 19 May 2010.

PRESENT: Councillor I C Bates – Chairman.

Councillors K J Churchill, D B Dew, J A Gray, A Hansard, C R Hyams, Mrs D C Reynolds, T V Rogers and L M Simpson.

### 1. MINUTES

The Minutes of the meeting of the Cabinet held on 22nd April 2010 were approved as a correct record and signed by the Chairman.

### 2. MEMBERS' INTERESTS

Councillor T V Rogers declared a personal and prejudicial interest in Minute No 12 by virtue of a family connection with a potential retail development on the site and left the meeting during the business in question.

### 3. APPOINTMENT OF EXECUTIVE COUNCILLORS

RESOLVED

- (a) that executive responsibilities for the Municipal Year 2010/11 be allocated as follows-

Finance and Customer Services-	Councillor T V Rogers
Planning Strategy and Transport	- Councillor D B Dew
Leisure and Law, Property & Governance	Councillor Mrs D C Reynolds
Resources and Policy	- Councillor K J Churchill
Housing and Public Health	- Councillor A Hansard
Environment and Information Technology	- Councillor J A Gray
Operational and Countryside Services	- Councillor C R Hyams

- (b) that executive responsibilities associated with HQ/Accommodation be allocated to the Deputy Leader;

- (c) that the Leader of the Council be appointed to serve as ex-officio Member on the Employment Panel; and

(d) that Executive Councillors be appointed to serve as ex-officio Members of Panels as follows –

Executive Councillors for – Finance and Customer Services	Ex-Officio for – Corporate Governance  Development Management Panel  Corporate Governance Licensing and Protection Panel/Licensing Committee
Planning Strategy and Transport	
Resources and Policy	

**4. HINCHINGBROOKE COUNTRY PARK JOINT LIAISON GROUP**

RESOLVED

that Councillors M G Baker, Mrs M Banerjee, C R Hyams and Mrs M J Thomas be appointed to serve on the Hinchingsbrooke Country Park Joint Liaison Group for the ensuing Municipal Year.

**5. HUNTINGDONSHIRE TRAFFIC MANAGEMENT AREA JOINT COMMITTEE**

RESOLVED

that Councillors M G Baker, D B Dew, Mrs J Dew, R S Farrer, M F Newman and T D Sanderson be appointed to serve on the Huntingdonshire Traffic Management Area Joint Committee for the ensuing the Municipal Year.

**6. DEVELOPMENT PLAN POLICY ADVISORY GROUP**

RESOLVED

that Councillors I C Bates, W T Clough, D B Dew, P J Downes, P G Mitchell, T D Sanderson and P A Swales be appointed to serve on the Development Plan Policy Advisory Group for the ensuing Municipal Year.

**7. SAFETY ADVISORY GROUP**

RESOLVED

that Councillors Mrs B E Boddington, J W Davies, A Hansard, Mrs P A Jordan and L M Simpson be appointed to serve on the Safety Advisory Group for the ensuing Municipal Year.

**8. DEMOCRATIC STRUCTURE GROUP**

RESOLVED

that Councillors Mrs M Banerjee, K J Churchill, W T Clough, S J Criswell, T D Sanderson, Mrs J Thomas, G S E Thorpe and R G Tuplin be appointed to serve on the Democratic Structure Working Group for the ensuing Municipal Year.

**9. MEMBERS CAR PARKING WORKING GROUP**

RESOLVED

that the Members' Car Parking Working Group be discontinued.

**10. ST NEOTS EASTERN EXPANSION STEERING GROUP**

RESOLVED

that Councillors D B Dew, R S Farrer, A Hansard, Mrs M J Thomas, G S E Thorpe and P K Ursell be appointed to serve on the St Neots Eastern Expansion Steering Group for the ensuing Municipal Year.

**11. EXCLUSION OF PRESS AND PUBLIC**

RESOLVED

that the press and public be excluded from the meeting because the business to be transacted contains exempt information relating to an individual/organisation and is likely to reveal their identity/terms of a contract.

**12. TOWN CENTRE REGENERATION, HUNTINGDON - PROGRESS REPORT**

By way of a report by the Director of Environmental and Community Services (a copy of which is appended in the Annex to the Minute Book) the Cabinet considered the principle of invoking compulsory purchase powers (CPO) to acquire land required for the construction of a multi-storey car park as part of the redevelopment of Chequers Court, Huntingdon.

In considering the content of the report, the importance of the scheme within the overall regeneration of Huntingdon town centre and having raised concerns over the potential cost implications of the CPO, the Cabinet

RESOLVED

(a) that the contents of the report be noted;

- (b) that the principle of the Council making a Compulsory Purchase Order (CPO) in respect of all of the land required for the construction of a multi-storey car park and reconfiguration of the remaining surface level car park in accordance with the adopted planning brief for Chequers Court be approved;
- (c) that the Director of Environmental and Community Services be requested to continue to undertake the necessary preparatory work to enable Cabinet to consider and make a formal resolution to serve a CPO at the earliest opportunity, concurrent with continuing negotiations to secure the land by agreement; and
- (d) that a further report be submitted to Cabinet on the cost implications of serving a CPO.

Chairman



CABINET

17<sup>th</sup> JUNE 2010

## TREASURY MANAGEMENT ANNUAL REPORT 2009/10 (Report by the Head of Financial Services)

### 1. INTRODUCTION

- 1.1 Council has always approved the Treasury Management strategy for the forthcoming year when it approves the budget and MTP each February. The CIPFA Code of Practice now requires full Council to receive a mid year report, and an annual report after the end of each financial year. This was included in the current approved strategy.
- 1.2 The Code also requires there to be scrutiny of the Treasury Management function and the Council has determined that this will be carried out by the Economic Well-being Scrutiny Panel.
- 1.2 The Council approved the 2009/10 treasury management strategy at its meeting on 18<sup>th</sup> February 2009. The key points were:
  - to invest any available funds in a manner that balanced low risk of default by the borrower with a fair rate of interest.
  - to ensure it had sufficient cash to meet its day-to-day obligations and to borrow when necessary to fund capital expenditure and to borrow in advance if rates were considered to be low.

### 2. ECONOMIC REVIEW

- 2.1 By the start of the financial year in April 2009, UK GDP had already contracted approximately 5.3%, due to a sharp fall in private sector spending. The financial crisis in late 2008 had prompted the Government to implement a number of extraordinary measures, including capital injections in some banks and the Credit Guarantee Scheme, to keep the banking system afloat amidst a wave of mistrust in financial markets.
- 2.2 In an attempt to avoid a more severe recession and possible deflation, the Bank of England had cut the Bank Rate to 0.5% in March 2009, where it remained for the whole year. To further loosen policy, the Bank initiated a policy of quantitative easing. Policymakers hoped to stimulate spending and economic activity by using newly created central bank reserves to purchase £200bn of government and commercial financial assets.
- 2.3 As a consequence of the recession and the various fiscal stimulus packages, UK Government borrowing rose significantly. By the end of 2009, the national debt had reached £890bn (62% of GDP) and the annual fiscal deficit was estimated to be £167bn.

- 2.4 The UK and other national governments are under intense pressure to cut spending and raise taxes in order to control debt levels. Although fears of a double-dip recession may eventually prove unfounded, austerity measures introduced by national governments will affect future economic activity.
- 2.5 Many European countries are given a AAA rating by the rating agencies, however during the year this was downgraded in some countries due to concern about the public sector deficits and the perceived higher credit risk.

Country	Lowest long term credit rating 5 February 2010
Greece	BBB+
Ireland	AA-
Italy	A+
Portugal	A+
Spain	AA+
UK for comparison	AAA

### 3. PERFORMANCE OF FUNDS

- 3.1 The following table summarises the treasury management transactions undertaken during the 2009/10 financial year:

	Principal Amount £m	Interest Rate %
<b>Investments</b>		
at 31 <sup>st</sup> March 2009	42.5	4.28
<b>less</b> matured in year	-87.6	
<b>plus</b> arranged in year	+65.1	
at 31 <sup>st</sup> March 2010	20.0	3.75
<b>Average Investments</b>	<b>36.3</b>	<b>4.09</b>
<b>Borrowing</b>		
at 31 <sup>st</sup> March 2009	16.0	2.66
<b>less</b> repaid in year	-66.6	
<b>plus</b> arranged in year	+65.2	
at 31 <sup>st</sup> March 2010	14.6	2.82
<b>Average Borrowing</b>	<b>12.7</b>	<b>3.16</b>
<b>Net Investments</b>		
31 <sup>st</sup> March 2009	26.5	
31 <sup>st</sup> March 2010	5.4	

- 3.2 As the Council's reserves have fallen over the last few years the number of fund managers have reduced leaving just CDCM at the start of the year with £18M. They also were given notice in March 2009 and as investments reached their maturity they were managed in-house. At the end of the year there was only £5M left with CDCM and the remaining investments will all

mature during the current year. In-house investments started the year at £24.5M and were £15M at the end of the year. The table below shows the returns by fund manager. Whilst the benchmark for in-house funds is officially the 7 day rate, a split has also been shown to indicate a comparison for the medium term element against the 3 month rate as used for CDCM:

<b>PERFORMANCE FOR THE YEAR APRIL 2009 – MARCH 2010</b>				
	<b>Average Investment £M</b>	<b>Performance %</b>	<b>Benchmark %</b>	<b>Variation from benchmark %</b>
<b>CDCM</b>	<b>12.5</b>	<b>4.8</b>	<b>0.6**</b>	<b>+4.2</b>
<b>In-house</b>	<b>23.7</b>	<b>3.7</b>	<b>0.4^^</b>	<b>+3.3</b>
medium term	10.0	4.4	0.6**	+3.8
short-term for cash flow	13.7	3.1	0.4^^	+2.7

\*\* 3 month LIBID    ^^ 7 day rate

3.3 This very good performance was due to many of the investments being locked into higher rates before the year started or before rates had dropped too far.

3.4 The actual net investment interest (after deduction of interest payable on loans) was £1,085k compared with a budget of £607k.

#### **4. STRATEGY – BORROWING**

4.1 Long-term borrowing. The strategy allowed for ‘must borrow’ to finance that part of the capital programme that could not be met from internal funds. There was also a provision for ‘may borrow’ which allowed borrowing in anticipation of need, based on whether longer term rates seemed low compared with future likely levels. No long-term borrowing was carried out as the rates were not deemed to be low enough and there were sufficient internal funds to finance the capital spending in the year.

4.2 Short-term borrowing. The Authority did carry out short-term borrowing during the year to manage its cash flow; it averaged £2.7m

#### **5. STRATEGY - INVESTMENTS**

5.1 The Council’s strategy for 2009/10 was based on using CDCM managing a reducing value of time deposits with the remainder managed in-house.

5.2 The in-house investments would be of two types: time deposits with banks with a high credit rating and the top 25 building societies by asset value, and liquidity (call) accounts with banks. The strategy included limits on the size of investments with each organisation and country limits. The

mandates for CDCM and in-house funds are shown in Annex B

- 5.3 The strategy was reviewed during the course of the year with the Capital Receipts Advisory Group (CRAG) when there was concern about the reducing number of banks and building societies where monies could be placed. This was due to the merger of a number of building societies and concerns about the financial stability of some European countries where the Authority has regularly placed funds with banks, for example Ireland.
- 5.4 The review concluded that the Authority should continue to invest in banks and building societies based on the approved strategy, but if we borrowed in anticipation of need leading to a temporary increase in funds to be invested, the policy should be reviewed

## 6. RISK MANAGEMENT

- 6.1 The Council's primary objectives for the management of its investments are to give priority to the security and liquidity of its funds before seeking the best rate of return.
- 6.2 **Security** is managed by investing short-term with highly-rated banks, building societies and local authorities in the UK. The Authority receives regular updates from its advisors, Sterling Consultancy Services, sometimes daily, on changes to the credit rating of counterparties. This allows the Council to amend its counterparty list and not invest where there is concern about the credit rating.
- 6.3 **Liquidity.** The majority of the funds are time deposits which cannot be traded and this means that they will not be returned until the end of the agreed period. However the Council has also made use of liquidity accounts which have a rate or interest above base rate and provide instant access to funds. The interest rate on credit balances at the bank has been generous and so the account has been kept in credit, providing additional liquidity.
- 6.4 Overall, liquidity is managed by producing cash flow forecasts that help set the limit on the duration of the investments in time deposits. The projections tended to be cautious which sometimes resulted in funds being available before they were needed with any surplus easily being invested on a temporary basis.
- 6.5 **Return on investments.** Security and liquidity take precedence over the return on investments, which has resulted in investments during 2009/10 generally being of short duration at lower rates of interest.
- 6.6 The risk was mitigated in two ways. When the Authority borrowed £10M in advance in December 2008 it invested the funds, in the meantime, at marginally higher interest rates thus protecting the Council from any short term loss of interest. Secondly, the use of the above-market rates on credit balances in the bank account (until bank charges have been covered) and liquidity accounts have given attractive returns at minimal risk.

## **7. COMPLIANCE WITH REGULATIONS AND CODES**

- 7.1 All the treasury management activity undertaken during the financial year complied with the approved strategy, the CIPFA Code of Practice, and the relevant legislation
- 7.2 In 2009 CIPFA issued a new Code on Treasury Management which has been adopted. The Code requires the Council to approve Treasury Management and Prudential Indicators. Those for 2009/10 were approved at the Council meeting on 18<sup>th</sup> February 2009. Annex C shows the relevant indicators and the actual results.

## **8. PARISH AND TOWN COUNCILS**

- 8.1 The Council was made aware of the difficulty of some Parish and Town Councils in achieving any returns on their cash deposits and in January 2010 introduced a scheme whereby Parish and Town Councils could invest funds with this Council. Once received they simply form part of the Council's investment portfolio. The terms of the scheme are shown in Annex D.
- 8.2 To date only one investment has been received of £100k from Brampton Parish Council

## **9 CONCLUSION**

- 9.1 The performance of the funds in a year when rates stayed very low was pleasing, significantly exceeded both the benchmark and the budgeted investment interest.
- 9.2 In a year of uncertainty in the financial markets all of the Council's investments were repaid in full and on time.
- 9.3 The Authority has carried out its treasury management activities with due regard to minimising risk, and in accordance with legislation. During the year it reviewed its strategy in the light of external events in the markets.

## **10 RECOMMENDATION**

- 10.1 It is recommended that Cabinet note this report and forward it to Council

### **BACKGROUND INFORMATION**

2009/10 cash management files and working papers  
Reports to the Cabinet and Capital Receipts Advisory Group  
CIPFA Code on Treasury Management

### **CONTACT OFFICER**

Mrs Eleanor Smith      Accountancy Manager      Tel. 01480 388157

## ANNEX A

## BORROWING AND INVESTMENTS AT 31 MARCH 2010

	RATING		DATE INVESTED/ BORROWED	AMOUNT £M	£M	INTEREST RATE %	REPAYMENT DATE	YEAR OF MATURITY
<b>BORROWING</b>								
<b>Short term</b>								
West Sussex County Council			23-Mar-10	-1.0		0.400	06-Apr-10	2010/11
Surrey County Council			22-Mar-10	-2.5		0.500	15-Apr-10	2010/11
Leicester City Council			31-Mar-10	-1.0		0.550	16-Apr-10	2010/11
Brampton Parish Council			01-Mar-10	-0.1		0.500		
					- 4.6			
<b>Long term</b>								
PWLB			19-Dec-08	- 5.0		3.910	19-Dec-57	2057/58
PWLB			19-Dec-08	- 5.0		3.900	19-Dec-58	2058/59
					-10.0			
<b>TOTAL BORROWING</b>					<b>- 14.6</b>			
<b>INVESTMENTS</b>								
<b>IN-HOUSE</b>								
<b>Short term</b>								
Nottingham BS		P2	24-Feb-10	2.5		2.142	23-Feb-11	2010/11
Lloyds TSB Bank	F1+	P1	24-Feb-10	2.5		1.800	24-Feb-11	2010/11
					5.0			
<b>Medium term</b>								
Royal Bank of Scotland	F1+	P1	19-Dec-08	5.0		4.040	19-Dec-12	2012/13
Skipton BS	F2	P2	19-Dec-08	5.0		4.850	19-Dec-13	2013/14
					10.0			
<b>In-house Total</b>					<b>15.0</b>			
<b>CDCM</b>								
Nationwide (Cheshire) BS	F1+	P1	25-Jun-08	2.0		1.147	24-Jun-10	2010/11
Nationwide (Dunfermline) BS	F1+	P1	21-Aug-08	3.0		6.100	30-Sep-10	2010/11
					5.0			
<b>TOTAL - INVESTMENTS</b>					<b>20.0</b>			
<b>NET INVESTMENTS</b>					<b>5.4</b>			

## EXTERNAL FUND MANAGER MANDATE 2009/10

## CDCM

<b>Duration of investments</b>	No investment shall be longer than 2 years. The following funds must be available for return by the dates listed below:  £13m by 31 March 2010 £7m by 31 March 2011	
<b>Types of investments</b>	Fixed Deposits Deposits at call, two or seven day notice	
<b>Credit Ratings</b>	Short term rating F1 by FITCH IBCA or equivalent Long term rating of A- by FITCH IBCA or equivalent if the investment is longer than 1 year	
<b>Maximum limits</b>	F1+ or have a legal position that guarantees repayment for the period of the investment	£6m
	F1	£5m
	Building Society with assets over £2bn in top 25 (Currently 16)	£6m
	Building Society with assets over £1bn if in top 25 (Currently 3)	£5m
	Building Society with assets under £1bn in top 25	£3m
	Other Country limits <ul style="list-style-type: none"> <li>- £6m in a country outside the EU</li> <li>- £10m in a country within the EU (excluding UK)</li> <li>- £20m in EU countries combined (excluding UK)</li> </ul>	
	These totals apply to investments made up until 31 March 2010 but lower limits may be introduced for later years to avoid too high a proportion of the Council's funds being with any one counterparty.	
<b>Benchmark</b>	3 month LIBID	

**IN-HOUSE FUND MANAGEMENT 2009/10**

<b>Duration of investments</b>	No investment shall be longer than 5 years.	
<b>Types of investments</b>	Fixed Deposits Deposits at call, two or seven day notice	
<b>Credit Ratings</b>	Short term rating F1 by FITCH IBCA or equivalent Long term rating of A- by FITCH IBCA or equivalent if the investment is longer than 1 year.	
<b>Maximum limits</b>	<p>F1+ or have a legal position that guarantees repayment for the period of the investment</p> <p>F1</p> <p>Building Society with assets over £2bn in top 25 (Currently 16)</p> <p>Building Society with assets over £1bn if in top 25 (Currently 3)</p> <p>Building Society with assets under £1bn in top 25</p> <p>In addition to the above: Liquidity (Call) Account with a credit rating of F1+ or with a legal position that guarantees repayment.</p> <p>Other Country limits</p> <ul style="list-style-type: none"> <li>- £6m in a country outside the EU</li> <li>- £10m in a country within the EU (excluding UK)</li> <li>- £20m in EU countries combined (excluding UK)</li> </ul> <p>These totals apply to investments made up until 31 March 2010 but lower limits may be introduced for later years to avoid too high a proportion of the Council's funds being with any one counterparty.</p>	<p>£6m</p> <p>£5m</p> <p>£6m</p> <p>£5m</p> <p>£3m</p>
<b>Benchmark</b>	LGC 7 day rate	



**Prudential Indicators for 2009/10 relating to Treasury Management  
Comparison of actual results with limits**

**EXTERNAL DEBT****The authorised limit for external debt.**

This is the maximum limit for borrowing and is based on a worst-case scenario. This limit, and the operational boundary below, were set to allow up to £36.5m of borrowing in anticipation of need.

2009/10 Limit £000	2009/10 Actual £000
56,500	20,400

**The operational boundary for external debt.**

This reflects a less extreme position. Although the figure can be exceeded without further approval it represents an early warning monitoring device to ensure that the authorised limit (above) is not exceeded.

2009/10 Limit £000	2009/10 Actual £000
51,500	20,400

Both of these actual results reflect the fact that long term rates were not considered low enough to borrow in anticipation of need

**TREASURY MANAGEMENT****Exposure to investments with fixed interest and variable interest.**

These limits are given as a percentage of total investments.

	2009/10 Limit	2009/10 Actual
Upper limit on fixed rate exposure	100%	96%
Upper limit on variable rate exposure	50%	10%

This reflects the investments that CDCM had during the year where the rate is revised every half-year.

### Borrowing Repayment Profile

The proportion of 2009/10 borrowing that matured in successive periods.

<b>Cash flow borrowing</b>	Upper limit	<b>Actual</b>	Lower limit
Under 12 months	100%	<b>100%</b>	100%
12 months and within 24 months	0%	0%	0%
24 months and within 5 years	0%	0%	0%
5 years and within 10 years	0%	0%	0%
10 years and above	0%	0%	0%

<b>Funding capital schemes</b>	Upper limit	<b>Actual</b>	Lower limit
Under 12 months	25%	0%	0%
12 months and within 24 months	25%	0%	0%
24 months and within 5 years	25%	0%	0%
5 years and within 10 years	50%	0%	0%
10 years and above	100%	<b>100%</b>	0%

### Investment Repayment Profile

Limit on the value of investments that cannot be redeemed within 364 days.

2009/10 Limit £000	<b>2009/10 Actual- maximum £000</b>	<b>2009/10 Actual – 31/3/10 £000</b>
36,000	<b>15,000</b>	<b>10,000</b>

**DEPOSIT OF PARISH AND TOWN COUCNIL FUNDS WITH  
HUNTINGDONSHIRE DISTRICT COUNCIL**

The terms of the scheme

**Minimum sum**

£25,000.

**Period**

Either a fixed term of not less than 3 months

OR

A minimum of 3 months with a minimum of 30 days notice for repayment after 3 months

**Rate**

Prevailing Bank Base Rate during the period of the investment

**Payment of Interest**

Paid annually on 31 March or on repayment whichever is the earliest

**Transmission**

Funds must be received electronically and repaid in same way

**Agreement**

The Parish or Town Council will be sent an email confirming receipt of the deposit and confirming the terms.

**Changes to these terms**

The District Council reserves the right to vary or cancel this offer but this will not affect any investment already completed.

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**TREASURY MANAGEMENT ANNUAL REPORT 2009/10  
(Report by the Overview and Scrutiny Panel (Economic Well-Being))**

**1. INTRODUCTION**

- 1.1 At its meeting held on 10<sup>th</sup> June 2010, the Overview and Scrutiny Panel (Economic Well-Being) considered a report outlining the performance of the Council's Fund Managers for the year ending 31<sup>st</sup> March 2010 in the investment of the Council's Capital receipts. In accordance with the CIPFA Code of Practice, the Economic Well-Being Panel has formal responsibility for scrutinising Treasury Management and this report summarises the Panel's discussions.

**2. THE PANEL'S DISCUSSIONS**

- 2.1 The Panel has paid particular attention to the scheme through which town and parish council's can deposit funds with the District Council for investment. Having noted the origins of the scheme, the Panel has been made aware of the strict legal framework within which it operates in that, for example, the District Council cannot borrow to invest. Members have considered whether there might be any benefit in varying the scheme's current terms. While the administrative costs and low level of likely returns mean it would not be worth reducing the minimum sum that can be invested, there might be an opportunity to tailor investments that exceed £250k.
- 2.2 The Panel has acknowledged that the Council has performed well regarding the returns it has achieved on its investments in the year. Members have noted that the initial forecast was based on an assumption that provision should be made for payment of interest in the first year when this was not the case. An adjustment will be made for 2010/11.
- 2.3 With regard to the Council's advisors on investments, Members have discussed the value of the service they provide. Although the cost to the Council is relatively low, the Panel consider that the Council should review whether they are needed in two years time, when balances have reduced.
- 2.4 Having discussed the security of investments and received an update on the request for a loan by the Wildlife Trust for Bedfordshire, Cambridgeshire, Northamptonshire and Peterborough, Panel has endorsed the report for submission to the Cabinet.

**3. RECOMMENDATION**

- 3.1 The Cabinet is requested to take into consideration the views of the Overview and Scrutiny Panel (Economic Well-Being) as set out above when considering this item.

**Contact Officer: A Roberts, Scrutiny and Review Manager**  
 **01480 388015**

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**OVERVIEW & SCRUTINY  
(ENVIRONMENTAL WELL-BEING)  
CABINET**

**8<sup>TH</sup> JUNE 2010**

**17<sup>TH</sup> JUNE 2010**

## **RAMSEY MARKET TOWN TRANSPORT STRATEGY (Report by Head of Planning Services)**

### **1. INTRODUCTION**

- 1.1 The purpose of this report is to seek approval for the first Ramsey Market Town Transport Strategy, which will then be included as part of the Cambridgeshire Local Transport Plan (LTP).

### **2. BACKGROUND**

- 2.1 As Members will be aware, Market Town Transport Strategies (MTTS) are an integral part of the LTP and this is the final first-time strategy within Huntingdonshire as those in St. Neots, Huntingdon & Godmanchester and St. Ives are already in place.
- 2.2 Elsewhere within the County, such strategies are in place in Ely, March and Wisbech with a first-time strategy currently being developed for Chatteris.
- 2.3 MTTS cover set periods and are subject to review within agreed timescales, such as the review for St. Neots which was approved in 2008. The next review within the District will be for Huntingdon & Godmanchester, although it has been agreed that this will not be undertaken until the outcome of the Inspector's report into the forthcoming A14 Public Inquiry is known given the fundamental issues affecting both towns relating to the A14 proposals.
- 2.4 The Ramsey MTTS was endorsed by the Huntingdonshire Traffic Management Area Joint Committee at its meeting on 13<sup>th</sup> January 2010 and approved by the County Council Cabinet on 27<sup>th</sup> April 2010. Final approval and adoption of the strategy by the District Council Cabinet is required due to the financial implications of the strategy as contained in the current Medium Term Plan (MTP). Delivery and funding issues are covered in further detail at Sec. 3.10 below.

### **3. THE STRATEGY**

- 3.1 The strategy identifies the key transport issues facing Ramsey and outlines a programme of transport schemes to address the transport

needs of the town over the next five years. The strategy can be found in Appendix 1.

- 3.2 The transport schemes and measures included in the strategy were informed by stakeholder and public consultation which took place between November 2008 and October 2009 and was further guided by the views and recommendations of a Member Steering Group including Members at County, District and Town Council level. The work received a high level of support and utilising this process ensures that the schemes contained in the final strategy have the support of local residents and that the views of the community have been fully taken into account.
- 3.3 The programme in the strategy has been prioritised to give an indication of the possible timescale for delivery of individual measures and the proposed phasing is set out in Table 5 in Appendix 1. The priority order reflects the views obtained through the public consultation exercise, an assessment of deliverability and the views of local Members through the Member Steering Group, and through the Hunts AJC.
- 3.4 The strategy and the programme of schemes included within it are consistent with the aims and objectives of the County LTP 2006-11 and those of the updated Local Transport Plan 3 (LTP3) that is currently being formulated. They are designed to contribute towards the wider economic vitality and viability of the town. Additionally, the delivery of measures in the strategy will also contribute towards achieving transport targets included in the new National Indicator set, and other local transport targets.
- 3.5 Improved transport provision and measures to manage traffic should also assist in addressing wider objectives such as reducing social exclusion, community development and promoting health.
- 3.6 The package of measures proposed, including both the creation and improvements to the cycle and pedestrian networks would potentially, if implemented, result in a reduction in Greenhouse Gas emissions from road transport within the Ramsey area. This would be in line with both LTP targets and wider national objectives.
- 3.7 Likewise the proposed MTTTS seeks to encourage short journeys by walking and cycling, and journeys by public transport. The Strategy contains a programme of schemes and measures to be implemented to improve the facilities and infrastructure for those using these sustainable modes. The approval and adoption of the MTTTS will assist in seeking developer contributions to the measures contained within the strategy and related to proposed development and this is a major benefit of having such a strategy in place.



Improved access by these modes should result in increased accessibility to town centre services and reduce social exclusion.

- 3.8 The schemes and measures to be investigated and implemented through the Strategy are summarised by theme in Appendix 1.
- 3.9 One area that features heavily across a number of themes within the proposed strategy is the High Street. Any treatment of this area is one of the most difficult issues within the town given the competing demands placed upon it, including parking, walking, cycling and general traffic flow. As the delivery of strategy moves forward, the concept of the development of some form of urban environmental improvement scheme could be explored, which could consider these competing issues as well as urban design and conservation considerations together with traffic management needs.
- 3.10 The pace at which the strategy can be implemented will depend on the availability of funding. Funding will come from a number of sources including from the County Council via the LTP and the Council's own MTP but in order to fully realise the objectives of the strategy, other funding sources, such as developer-based Section 106 funds, will be utilised where possible. Based on the expected level of funding, the Huntingdonshire Area Joint Committee will be presented with a programme of works contained within the strategy on an annual basis. It should be recognised that the delivery of the strategy will be significantly influenced by overall funding availability and future financial settlements from Government year on year relating to LTP's at a national level.
- 3.11 The MTTs looks at transport issues facing the town now and for the next five years. However, it will be reviewed and will evolve as necessary over that period in line with the emerging Huntingdonshire Local Development Framework.

#### **4. CONCLUSIONS**

- 4.1 The completion of the first-time MTTs for Ramsey is very welcome and whilst the challenge of delivering all the measures and securing all available funding should not be underestimated, the completion of this work represents a large step forward, in transport terms, for the town.

#### **5. RECOMMENDATION**

It is

**Recommended that Cabinet approve and adopt the Ramsey MTTs and endorse it for inclusion within the County LTP 2006-11.**

## BACKGROUND INFORMATION

County LTP 2006-11.

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## **The Ramsey Market Town Transport Strategy**

### **Introduction**

The Market Town Transport Strategy for Ramsey will initially form part of the Local Transport Plan 2006-2011. However, from April 2011 it will be incorporated in Cambridgeshire's third Local Transport Plan (LTP3), which is currently being developed. This strategy incorporates the proposed objectives contained in the government's strategy document "Developing a Sustainable Transport Strategy" and set out by government to be included in the forthcoming LTP3. These objectives are

- To contribute to better safety, security & health
- To promote equality of opportunity
- To improve quality of life
- To support economic growth
- To tackle climate change

In pursuing these objectives the strategy should contribute to the economic prosperity, health and viability of the town and the surrounding villages. It will also improve accessibility to key services such as schools, shopping centres and health care, reducing social exclusion and avoiding the creation of areas of deprivation. This is particularly important in Ramsey due to the rural nature of the town.

The strategy provides a programme of schemes to be implemented up to 2015. These schemes have been designed to contribute to the objectives of the LTP, to complement and build on existing works in order to gain the best value for money and to encourage economic growth and well-being within the town.

### **Background**

Ramsey is one of the smaller market towns in Cambridgeshire, with a population of 8,047 individuals within the parish of Ramsey itself in just over 3,000 households as of the 2001 census. The neighbouring parish of Bury had a population of 1,713 people in 2001, with a further 3,866 individuals resident in Warboys, 1,281 in Upwood and 527 in Wistow.

Local planning policy recognises that Ramsey has relatively poor transport infrastructure, being well off the Primary road network and relatively remote. Its comparatively limited services, facilities and employment opportunities make it a less sustainable location in terms of travel than some of the other market towns in Cambridgeshire.

Development proposals for the Ramsey area are relatively modest. There are currently proposals for housing and employment development to the north-west of the town. For the longer term, the Huntingdonshire Local

Development Framework (LDF) Submission Core Strategy sets out a development strategy up to 2026. For the Ramsey area, this proposes that at least 300 homes will be provided in the following general locations:

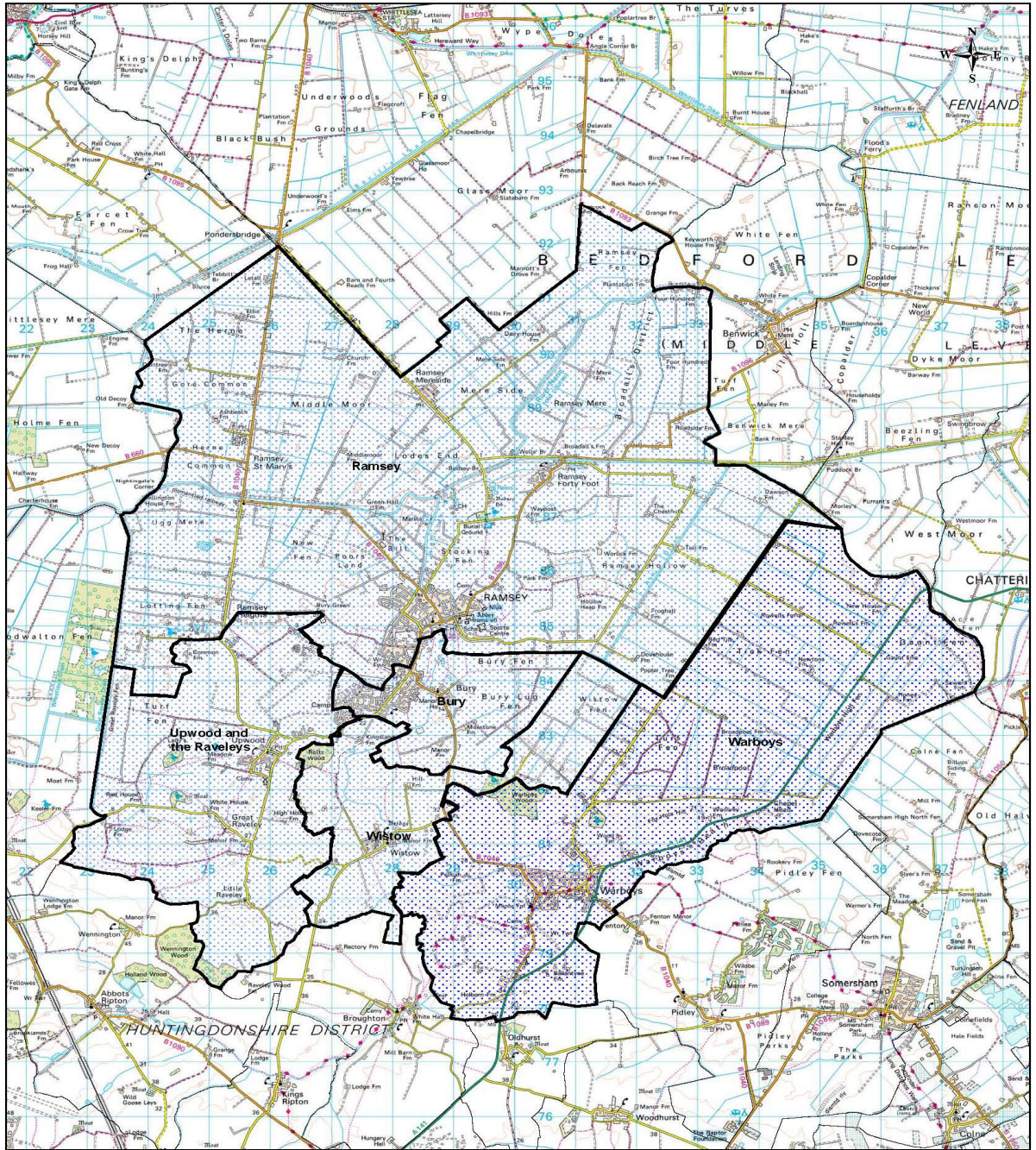
- In an employment-led mixed use redevelopment to the west of the town;
- to the north of the town; and
- redevelopment of previously developed land within the built-up area of the town.

Outside of the above proposals, there is an outline planning application for RAF Upwood which proposes at least 650 units of housing and at least 10 ha of employment. This has yet to be determined, but is contrary to the LDF Core Strategy, which suggests that far fewer than the proposed 650 housing units should be provided. Part of the reason for promoting a lower level of development is concern about the potential transport impact of such large scale development.

Whilst not endorsing proposals for a higher level of development than those proposed in the LDF, this strategy needs to consider the potential implications of larger scale development. This could potentially enable faster completion of the MTTTS programme through use of development related (“Section 106”) funding. Larger scale development could also fund a number of proposals to mitigate the effects of the development, including enhancement of public transport, walking and cycling facilities.

Strategy Area Map 1 below shows the strategy area.

Map 1 – The Strategy Area



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By: fp444

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### ***Travel to, from and within Ramsey***

As mentioned above, Ramsey is not located on any major roads, with all roads leading into and out of the town being of B road and C road classification. This means that all traffic, including HCVs and buses, must access Ramsey via comparatively minor roads. These roads also run through the smaller villages that surround the town such as Ramsey St Mary, Ramsey Mereside, Ramsey Heights and Ramsey Forty Foot, making it extremely difficult to re-route large vehicles away from the town without adversely impacting other areas.

The main roads through the town are the High Street and the Great Whyte, both running through the town centre. With no ring road or bypass available this directs the majority of traffic straight through the town and provides little opportunity for re-routing to avoid congested areas. This is a particular problem with HCV traffic, which has no option but to negotiate the narrow streets of the historic town centre. The problems caused by this have been raised both in consultation with members and stakeholders.

Ramsey is served by a number of bus services, including the 29 to St Ives via Warboys running once an hour in peak times, the 30 running from Ramsey to Huntingdon via Warboys once an hour, the 31 to Peterborough which has a less regular service pattern, the 32 to March which is again irregular in service frequency, the 21 to St Ives which has a low frequency and the RH2 and the RH5 which are local services running only on Fridays. The RH services are run as a community transport scheme and as such are distinct from the commercially run services. The RH5 runs a circular route on Friday mornings from the Great White through the local villages of Ramsey Heights, Ramsey Mereside, Ramsey St Mary and Pondersbridge. The RH2 runs through Upwood and Bury, providing a link with the town centre.

There is no direct service to Cambridge or to the interchange at Chatteris. Though there is evidence that the buses are relatively well used, it was raised in stakeholder consultation that there is a feeling that public transport is generally lacking in the town. This may in part be due to the lack of easily available information as to the available services.

The small size of the town and the typical fenland topography make it well suited to cycling, however uptake is low. This may be a result of the poor perceived safety of this mode when considering busy and narrow rural roads and cramped conditions on the High Street.

### ***Transport problems in the town***

The main issues outlined below were raised in consultation with members and stakeholders and as such it is hoped that they accurately reflect the current situation in the town. Where possible the schemes seek to tackle these. They are as follows:

- High Street: There is a conflict here between the need for people to

park and the flow of traffic. The narrow nature of the area means that traffic can become congested and it is perceived as dangerous for cyclists, particularly children travelling to Abbey School. The High Street also has narrow pavements and poor drainage, making it an unpleasant environment for pedestrians. Wider pavements in this area would be desirable but would result in a loss of parking spaces. The problem of parking will be explored further as a separate issue

- Freight: HCV traffic is seen as problematic by stakeholders and the public, with particular concern expressed about the junction of the High Street and Great Whyte, where the turn is tight and there may be a safety problem. This is exacerbated by motorists parking too close to the junction. There may be an issue with HCVs travelling down the Great Whyte too quickly, though further research is needed to confirm this
- Lack of public transport information: This is a major barrier to service use. This may be particularly important in Ramsey as two of the main services to the town do not run at regular intervals. It is therefore important for accurate information to be available to ensure wait times are minimised
- School travel: The lack of safe paths to the schools has been raised a problem. Improved safer routes may help to reduce the number of school-run related car trips in the area
- Parking: On-street parking has been raised in a number of contexts, mostly with relevance to blocking traffic and making junctions unsafe to negotiate. There is a problem with a lack of enforcement resulting in inconsiderate and illegal parking becoming commonplace. Abuse of the limited wait time bays also leads to a lack of turnover in the town centre, potentially damaging local businesses.

### ***Links with other policies and strategies***

It is important that this strategy is neither formulated nor implemented in isolation. There are a number of other strategies and activities that must be taken into account, as they will influence the implementation of the strategy. These include:

- The Huntingdonshire Market Town Car Parking Strategy and the 2009 review.
- Safer Routes To School
- The Cambridgeshire Freight Management Strategy
- Huntingdonshire District Council's Local Development Framework
- Ramsey Gateway Urban Development Framework
- The Design Framework for south of the High Street
- Cambridgeshire Guided Busway

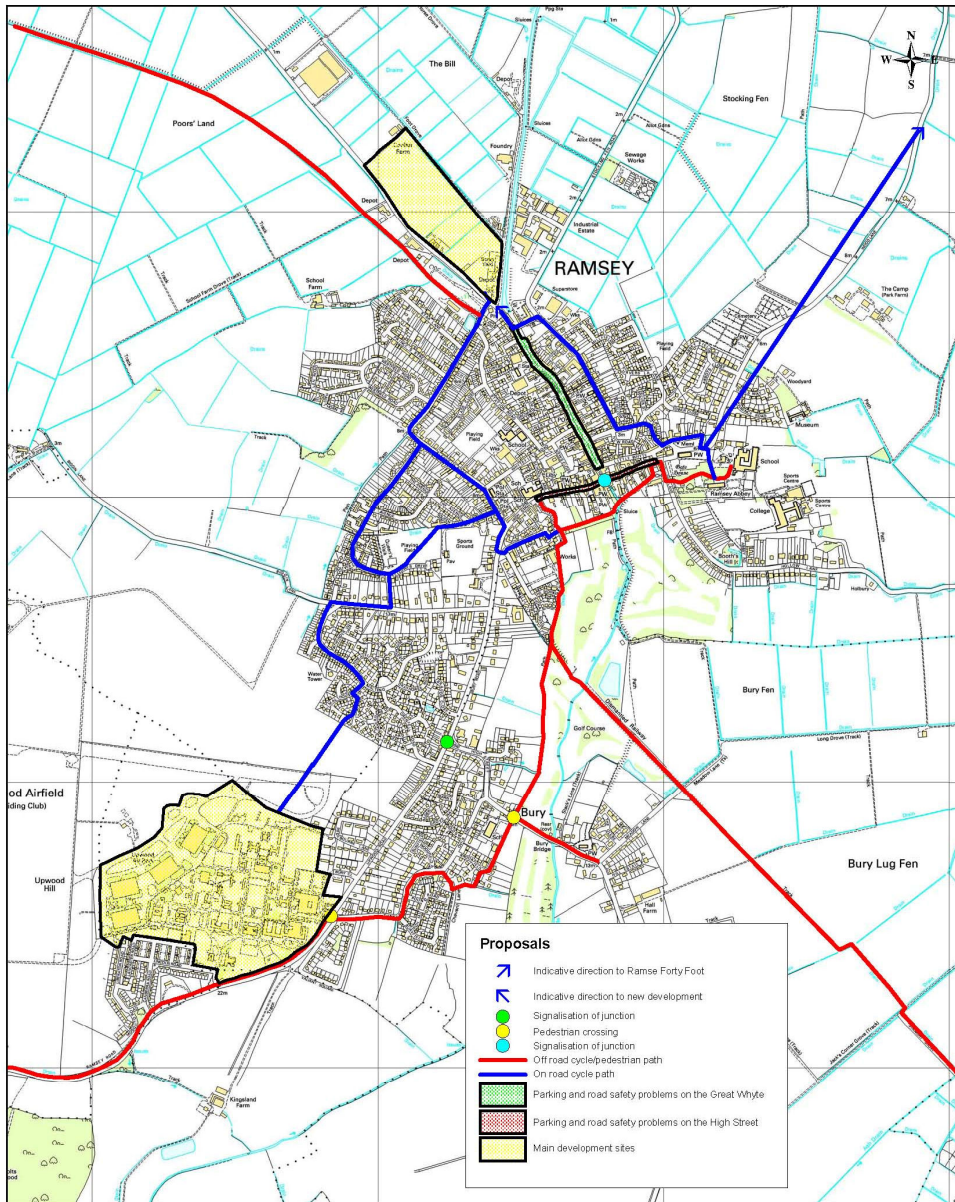
## **The Strategy**

This section lays out the programme of schemes that will be implemented over the next five years. They are aimed at either solving or mitigating the problems outlined in the previous section. They have also been selected in light of both national and local transport policy.

Map 2 below outlines all the schemes that form this strategy along with areas of development that either have planning permission or are proposed under the LDF.

### **Map 2 – Map of proposals**





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 By: fp444

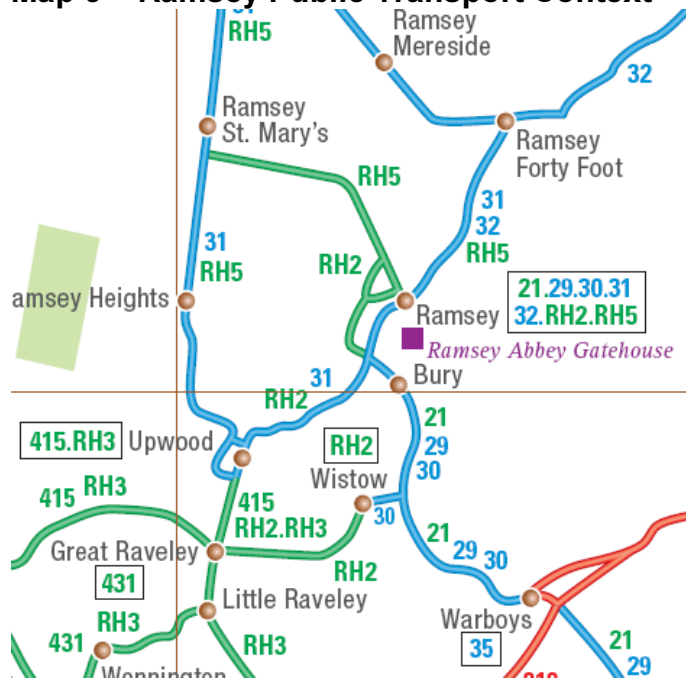
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## Public Transport

Access to high quality public transport is known to be hugely beneficial to improving access to services for those members of society who cannot, for a variety of reasons, access a car. This is particularly acute in rural areas where distances between households and services are often large, making walking and cycling less practical than in urban areas. It is therefore of concern that rural areas are often less well served by public transport due to low population density making service provision economically unjustifiable. Poor access to key services can lead to areas of social exclusion and deprivation.

Map 3 below shows the public transport network in the Ramsey area and demonstrates where the various services enter and exit the town. As mentioned above the RH services are limited to Fridays and only serve the local villages on a community transport basis. Of the other services only the 30 has a regular timetable. In order to travel to other areas such as Cambridge passengers need to connect to other services. Within Ramsey 1.35% of people travel to work on the bus compared to a district average of 2.75%. Though this is not a huge difference, it is a very low modal share for commuting journeys. It is however acknowledged in this strategy that the range of services and frequencies available are often not suitable for commuters, other than those travelling to Huntingdon.

**Map 3 – Ramsey Public Transport Context**



The scope of this strategy does not extend to the provision of new services or long-term subsidisation of increased frequencies, as it is based on capital funding rather than revenue. Therefore, the strategy will seek to support where possible other strategies and schemes that are aimed at improving services to the area, with an acknowledgement that this would be desirable and providing a policy basis for future improvements. These include the Local Strategic Partnership Transport and Access Group and the Neighbourhood Management Board.

However, there are elements of public transport service that can be improved as part of this strategy.

As mentioned in the previous section, the 31 to Peterborough and the 32 to March do not have regular timetables, but run at differing intervals throughout the day. These are two of the three main services to the town providing access to key services in other towns and connecting with other services. The irregular timetables mean that high-quality information is needed in order to give people enough confidence to use the services. This can be provided in

both paper and electronic form and via Real Time Passenger Information technology.

The lack of information and publicity of services was raised in consultation, during which it was felt that improved information could have a positive impact on passenger numbers. Table 1 below outlines the schemes that are included as part of this strategy:

**Table 1 –Public Transport Schemes**

<b>The problem</b>	<b>Scheme</b>	<b>Impact</b>	<b>Cost</b>
Lack of easily available public transport information	Placement of bus timetables and maps in town centre shops and popular destinations	Improved access to services	£5,000
	Installation of RTPI signs at as many stops as possible	Improved confidence and increased service use	To be confirmed when survey work is carried out.
	RTPI sign in the library	Improved confidence and increased service use	£5,000
	Improved publicity of available services	Improved knowledge of services and awareness of public transport as a viable mode of travel	£5,000

These schemes would potentially result in improved confidence levels in bus services and increased awareness of timetables and destinations. Consultation indicates that this should result in increased service use and therefore improved accessibility and reduced social exclusion for local residents.

### **Road Safety**

Road safety is an important issue in all areas, however small rural towns such as Ramsey often have different problems to larger towns or extended urban areas. Modes such as cycling and walking are often proportionately more dangerous as rural roads linking villages are frequently fast and narrow, often lacking lighting and footpaths. This can discourage use of sustainable transport and contribute to higher levels of car use. Problems with personal safety were raised by both the stakeholders and members. A general feeling of poor safety can also result in increased social exclusion, particularly of the very young and the older community, as other “safer” modes may not be available to them. This results in people making fewer trips and accessing services less frequently. This can be a particular issue with health care.

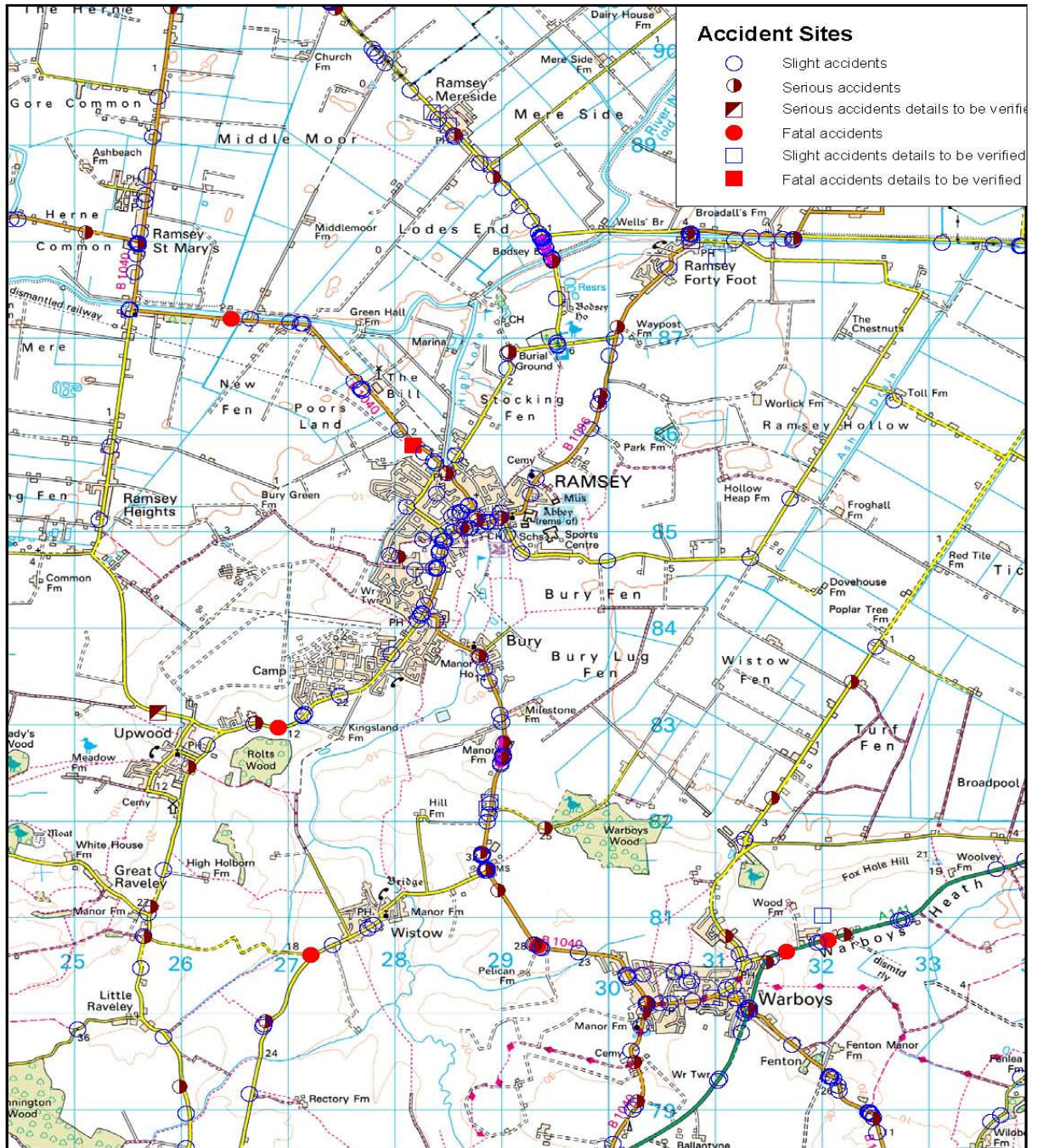
Improving road safety would therefore enhance the quality of life of some of the most vulnerable members of the community, whilst also contributing to meeting the Local Transport Plan targets to improve accessibility and reduce road casualties.

Ramsey does not suffer abnormally high accident rates. In the town the vast majority of accidents are slight, due to the low speeds necessitated by the confined nature of the roads. The cluster sites (sites which see a high density of accidents) and all fatal accidents within the last five years of available data have taken place on the rural roads outside the town. This is due to the higher speeds that can be achieved on these roads. Maps 4 and 5 below highlight the areas where accidents are particularly prevalent. Accident sites marked on the map signify only injury accidents that occurred in the time period 2002 – 2007.

#### **Map 4 – Accidents around Ramsey**



# Accidents in the wider area



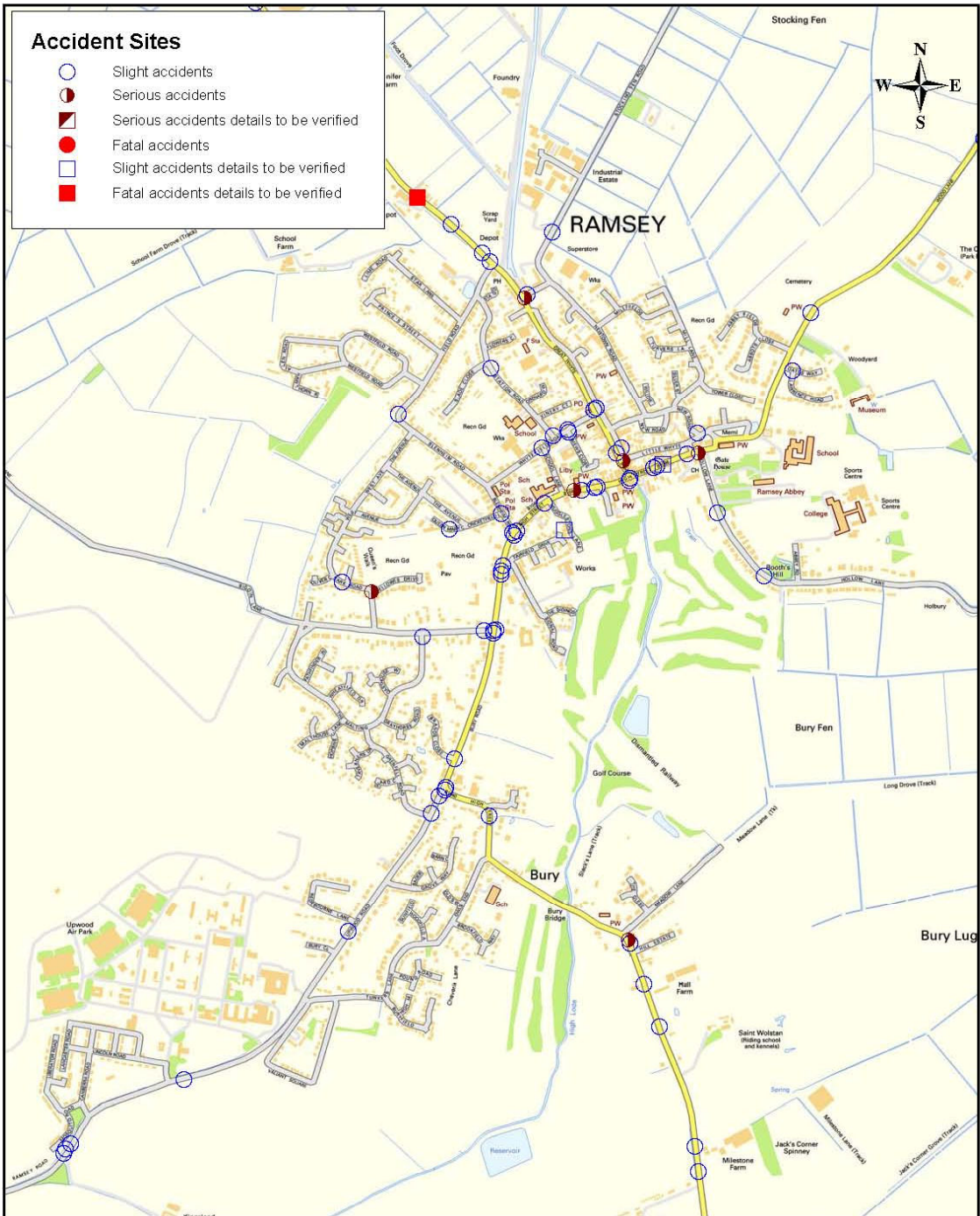
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Map 5 – Accidents within Ramsey



# Accidents in central Ramsey



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As can be seen on the Map 5, there have been no fatal and four serious injury

accidents within the town itself over the last five years. Also, there are no cluster sites in the urban area. However, there are two cluster sites outside of the town, one near Manor Farm and the other on the road to Ramsey Mereside where it crosses Bodsey brook.

As part of the strategy it is proposed that a review of the signing in the locality is carried out with a view to improving safety on these roads.

It should be noted that the Ramsey Forty Foot to Chatteris scheme involving the installation of average speed cameras does not form part of this strategy and is being implemented separately.

Table 2 below outlines the schemes included in this strategy

**Table 2 - Road Safety Schemes**

<b>The problem</b>	<b>Scheme</b>	<b>Impact</b>	<b>Cost</b>
Poor pedestrian safety crossing Upwood Road	Installation of a pelican crossing to aid both pedestrians and cyclists to cross the road safely. It will also link in with the off-road cycle path along Upwood Road	Improved safety for pedestrians and cyclists and potential increase in uptake of sustainable travel.	£70,000
High Street - poor safety for pedestrians and cyclists and high accident rates compared to other areas of town.	The exact nature of this scheme will depend on the outcome of urban design work. It will be aimed at improving the environment for pedestrians and cyclists while keeping traffic speeds low and reducing the propensity for accidents.	Improved environment for pedestrians and cyclists, lower accident rates and increased uptake of sustainable transport modes.	This scheme is yet to be defined and so cannot be assigned a cost.

These schemes have the potential to reduce accident rates within the town centre and help create a more pleasant environment for pedestrians and cyclists. This will encourage the uptake of sustainable transport modes and improve safety for children accessing the Abbey School and primary schools in the area.

### ***Traffic Management***

It is important that traffic is able to flow around Ramsey as easily as possible whilst coming into as little conflict as possible with other modes, including pedestrians and cyclists. This creates an improved environment and travel experience for all highway users.

Ramsey currently suffers from congestion at peak times on the High Street,

partly due to parked cars which reduce the road capacity and create pinch points. This is compounded by the junction with the Great Whyte, which has poor visibility and is a tight turn for larger vehicles such as HCVs.

If Ramsey expands in the future it may become necessary to signalise this junction in order to improve traffic flow through the area and to reduce road safety concerns. It is likely that this scheme would require the removal of some parking bays and the impact of this would need to be investigated. The strategy notes that this scheme should not necessarily be implemented immediately, but its inclusion in the strategy should be seen as an acknowledgement that, if Ramsey continues to grow or other issues emerge at the junction, such as road safety issues, it may become necessary in the future. Its inclusion is therefore intended to provide a policy basis for possible future implementation.

There are also concerns regarding the junction at Upwood Road/Bury Road. Visibility here is poor and it is likely that either signalisation of the junction or the installation of a roundabout would be beneficial to traffic flow.

There is a strong perception in the town that HCV speeds, particularly on the Great Whyte, are excessive. It is possible that this is due to the confined nature of the space causing speeds to seem higher than they are. Further work would need to be carried out to define whether there is a significant problem and what would be the best approach for dealing with it.

The schemes outlined in Table 3 below are designed to help reduce the problems mentioned above and improve the flow of traffic in these areas.

**Table 3 – Traffic Management Schemes**

<b>The problem</b>	<b>Scheme</b>	<b>Impact</b>	<b>Cost</b>
Upwood Road / Bury Road junction	Signalisation or installation of a roundabout	Improve the traffic flow at this junction and reduce the probability of accidents occurring	£200,000
Perceived high HCV speeds on the Great Whyte	Speed measurement work to define the problem and potential mitigation measures if it is proven there is one.	Improved environment for other road users	Dependent on measures employed

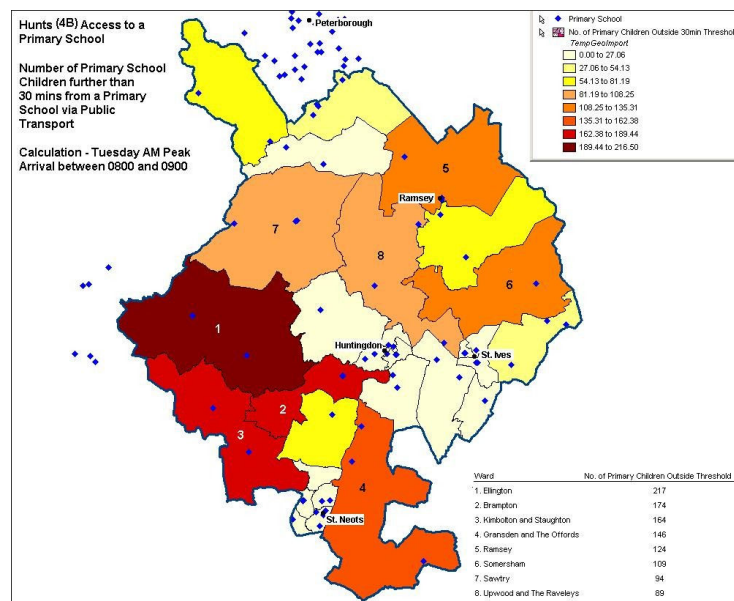


<p>Poor visibility at the Great Whyte/High Street Junction</p>	<p>Signalisation of junction if required in the future - this removes the problem with poor visibility at the currently unregulated junction.</p>	<p>Improved traffic flow at the junction and therefore on the High Street and enhanced road safety</p>	<p>£180,000</p>
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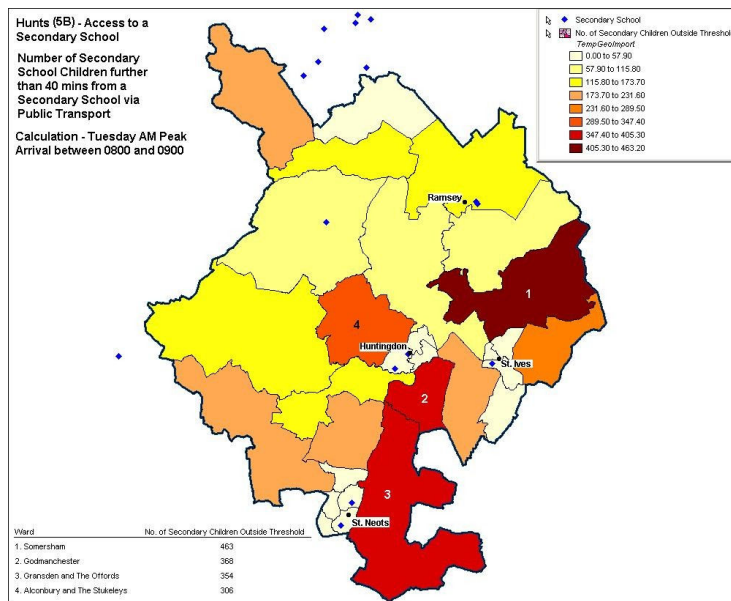
### Safer Routes to School (SRtS)

Maps 6 and 7 show that Ramsey benefits from a good level of access to both primary and secondary schools. The town does not fall within the deprived wards or those areas which suffer reduced access to secondary education due to large distances.

### Map 6 – Access to Primary Schools



## Map 7 – Access to Secondary Schools



The main problems concerning access to schools in Ramsey are focussed on parking and safety. During stakeholder consultation congestion generated by the school run was cited as a concern, as was the safety of children cycling to the Abbey School along the Great Whyte or High Street. It should be noted that Warboys is within the catchment area of the Abbey School.

Though many of these problems are likely to be reduced by schemes set out in other sections of this strategy, it is probable that a number of the concerns raised would be best dealt with as part of the Safer Routes to School project, which is able to dedicate funds to schemes aimed at improving access to schools and providing safe routes. Therefore, where possible this strategy proposes to support the Safer Routes to School Team in encouraging the Ramsey schools to take part. It will also support where possible the Home to School Transport Strategy.

### ***Walking and Cycling***

Increasing the modal share of both cycling and walking will help achieve the objectives of the Local Transport Plan and hence forms an important part of this strategy. As well as contributing to a number of LTP targets, increased use of these modes also aids the progress of the health agenda and helps reduce congestion on the road network. They are also non-income dependent and so help reduce the isolation and social exclusion which can be a problem for those on low incomes.

They are however subject to concerns of personal safety with regards to road accidents and crime. Even in areas of low crime, there is still a strong perception that these activities are more dangerous than car use.

Pedal cycles make up roughly 1% of traffic within Ramsey and pedestrians account for 9% of town centre trips. This is low in comparison with the rest of

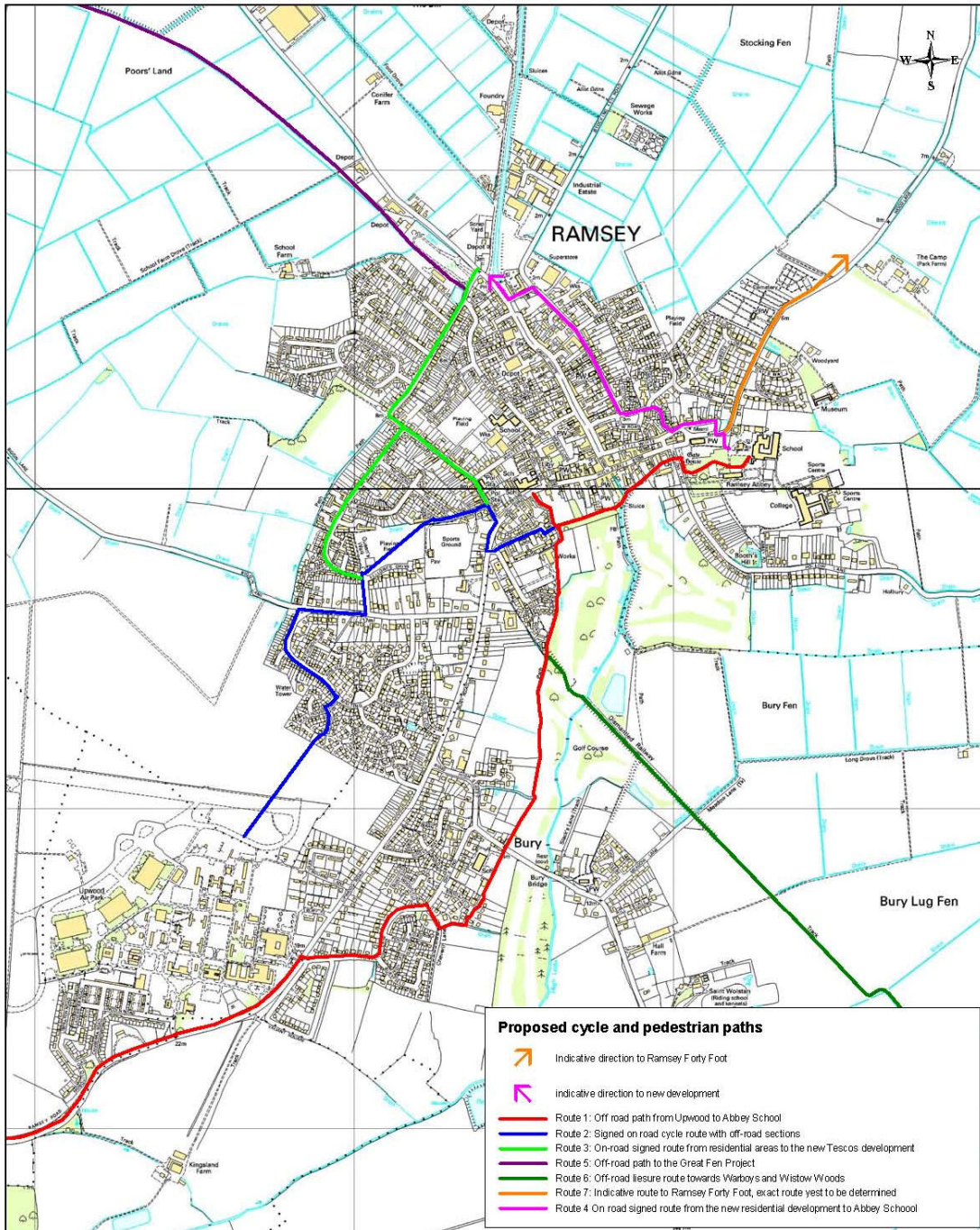
the County and other market towns. Ramsey itself is topographically well suited to cycling as it is flat, being situated in the fens, and very compact. It should therefore be possible to raise the modal share of cycling and walking. This would have the benefit of relieving congestion within the town and contributing to the health of its inhabitants.

Current provision for pedestrians and cyclists is not significant. There are a number of footpaths that pass through the town and the low density of past development in much of the town allows for a high level of permeability. However, pedestrian facilities, including footpaths, in the centre of the town are poor, with the High Street being a particular example of a low quality environment. Narrow streets and on street parking also make cycling difficult and increase the feeling of danger, particularly for young people travelling to school.

The strategy therefore includes a number of routes for cyclists and pedestrians which will enhance their safety and provide faster routes to main destinations. This will involve a combination of on and off road paths forming a network around the town. The paths reflect the ideas raised by consultation. Map 8 below shows the cycle and pedestrian network.

# Map 8 – Cycle and Pedestrian Routes

## Proposed Cycle and Pedestrian Routes



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 By: tp444

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Table 4 below outlines these schemes in more detail.

**Table 4 –Walking and Cycling Schemes**

The problem	Scheme	Impact	Cost
Lack of cycling infrastructure	Off-road path from Upwood School to the High Street and Abbey School. Improvement of the existing right of way including better surfacing and installation of lights. This will also include the installation of a pedestrian crossing over Bury Road where it intersects the path.	A safe route that travels the length of the town without use of busy roads should help increase the uptake of cycling and walking as well as improve safety for those who already use these modes.	£1,045,000
	Off road route from the north of the town to the Great Fen project, utilising the existing rail way track bed	Sustainable access to the new project and visitor centre at Great Fen.	£527,500
	On-road signed route through the Maltings to the High Street, potentially linking in with the RAF Upwood development	Provide cyclists with an alternative route to Upwood Road and the High Street, both of which are busy.	£395,000
	On-road signed path from the Maltings to the Tesco development site and linking in with the path to the Great Fen	Improved access to the supermarket and a safer route for cyclists	£345,000
	On road signed route from the Northern Gateway site through the residential area to Abbey School	Provide sustainable links to the new development and potential employment site	£815,000
	Potential long distance route out towards Warboys and Wistow Woods via the dismantled railway  Link to Ramsey Forty Foot. The route is as yet undetermined but it is thought that this would be a desirable route to be contained in the strategy	Increase cycling for leisure - potential improvement in health  Provide a safe link for sustainable transport modes to the near by village.	£825,000  To be determined when route is finalised

	Cycle racks at key locations	Increased uptake of cycling as a means of transport	
Cycle maps	Provision of up to date information on the paths in and around Ramsey	Increasing awareness of the paths and providing route information will help encourage greater use	£10,000

### ***Lorry management***

Freight makes up roughly 2% of traffic within the town, however there is a perceived problem with speeds along the Great Whyte and the amount of vehicles passing through the town centre.

The scale of the problem with freight speeding on the Great Whyte is yet to be determined. It may be a perception caused by narrow pavements and large vehicles in a cramped environment. Work will be carried out to resolve this and if a problem is found the strategy proposes to support necessary measures to relieve it.

Due to the lack of appropriate alternative routes, there is no opportunity to divert freight away from the town centre and as such it is difficult to reduce the number of vehicles passing through the town. Freight makes up a very small proportion of traffic and is also vital to the economy that deliveries can be made to the town centre shops. The strategy will seek to tie in with and support where possible the County's Freight Management Strategy.

### ***Parking***

Parking is currently provided close to the town centre, with the majority being on street. Studies carried out as part of the Huntingdonshire Market Towns Parking Strategy indicated that demand for parking does not currently exceed supply and hence there is no immediate need to increase the number of spaces. However, the parking strategy is due to be reviewed soon and it is therefore proposed that this strategy takes account of such a review.

The main problem with parking in Ramsey as highlighted both by members and during the public consultation is the lack of enforcement of existing parking regulations. This has led to short stay and on street parking facilities being used wrongly for long term parking. Also, illegal parking outside the banks that contributes to congestion is not currently regulated. This matter is tied in with Civil Parking Enforcement issues which are being addressed outside of this strategy. Therefore, this strategy will support Huntingdonshire District Council where possible in dealing with this issue.

There are a number of problems created by on street parking, particularly on the High Street where parking near the junction with Great Whyte results in reduced visibility and could increase the risk of accidents. Due to low traffic



speeds relatively few accidents occur and they tend to be slight, however, if Ramsey is to continue to grow signalisation of this junction may become necessary in the future. However, further along the High Street it is arguable that parked cars act as a form of traffic calming, reducing traffic speeds and hence contributing to keeping accident rates low.

Any review of parking on the High Street would need to be done with reference to the need to maintain access to the shops, however, it should be noted that a recent study of the use of parking spaces suggests that many of them are used as long term parking, which is not an optimal situation for traders. Parking regulation enforcement is therefore likely to be beneficial to businesses on the High Street.

An urban environmental improvement scheme to find a compromise between enhancing the environment for pedestrians the need for parking and keeping the traffic speeds low would be supported by the strategy.

## Implementing the Strategy

### *Prioritisation*

Table 5 below sets out the phases of implementation for the strategy, it has been formulated with reference to the results of the public consultation, during which respondents to the survey were asked to prioritise the schemes.

**Table 5 – Implementation Phases**

Phase	Programme	Schemes	Cost
1	Road safety	High Street improvements	Undefined
		Pelican crossing on Upwood Road	£70,000
	Public transport	Bus maps and timetables	£5,000
	<b>Total Phase 1</b>		
2	Traffic management	Signalisation of Upwood Road and Bury Road junction	Undefined
	Cycling and Walking	Route 1 from Upwood to the Abbey School	£1,045,000
	<b>Total Phase 2</b>		
3	Public transport	Installation of RTPI	200,000
	Cycling and Walking	Route 2 Signed on road route through the maltings	£395,000
		Route 3 On road signed route to the new Tesco	£345,000
	<b>Total Phase 3</b>		
4	Public transport	RTPI sign in the library	£5,000
	Cycling and Walking	Route 4 On road signed route from new residential development to Abbey school	£815,000

		Route 5 Off road route to the Great Fen Project	£527,500
	Traffic management	HCV Speed monitoring	Officer time
	<b>Total Phase 4</b>		<b>£1,347,500</b>
<b>5</b>	Public transport	Improved publicity of available services	£5,000
	Cycling and Walking	Investigation of Route 6 to Warboys and Wistow Woods	£825,000
		Investigation of route to Ramsey Forty Foot	Undefined
		Cycle racks	Undefined
		Cycle maps	£10,000
<b>Total Phase 5</b>		<b>£840,000 +</b>	
<b>6</b>	Traffic management	Signalisation of the High Street/Great Whyte Junction if future development means that it becomes necessary	£180,000
	<b>Total Phase 6</b>		<b>£180,000</b>
<b>Strategy Total</b>			<b>£4,427,500 +</b>

### ***Funding***

The funding for the programme included in the strategy will come from a variety of sources. These include the Local Transport Plan and developer contributions. Other sources of funding may be identified during the period of the strategy. The pace at which the strategy can be delivered will depend on the availability of funding. By providing a clear statement of the schemes for which there is public support in the town, this strategy aims to provide a sound policy basis for securing a wide range of funding sources.

### ***Targets***

The schemes within this strategy will contribute towards Local Transport Plan targets to reduce congestion, improve air quality, reduce transport emissions and increase bus patronage and levels of walking and cycling.

### **Future Development of the Strategy**

The final strategy will cover the five year period from 2010 – 2015. During this time it is likely that the strategy will be reviewed and evolve to reflect the changing pressures on the town, particularly with regard to the development of the Huntingdonshire Local Development Framework.

### **Conclusions**

The MTTTS will provide a range of benefits to Ramsey, including:

- Improved safety for pedestrians and cyclists



- Improved accessibility to services
- Improved access to bus services
- A clear programme of transport enhancements to 2015

The strategy reflects the consultation process and gives a clear indication of the transport measures that need to be introduced to Ramsey up to 2015 and provides some indication of needs beyond this time. The measures in the strategy should help to ensure that Ramsey remains a pleasant place to live, work and visit.

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CABINET

17 June 2010

**Transfer of S106 Asset  
Community Building: Loves Farm  
(Report by the Head of Environmental & Community Health Services)**

**1. PURPOSE OF REPORT**

- 1.1 To recommend an appropriate arrangement for managing a new community building, when built at Loves Farm, St Neots.

**2. INTRODUCTION**

- 2.1 As part of the section 106 agreement (agreed: 22 March 2006) [between Huntingdonshire District Council, as planning authority, and the developers of Loves Farm] the District Council will receive £310,000 plus land specifically towards the costs of providing a community building for the use by local residents (Plan attached as Appendix 'A'). The land was transferred to the Council in June 2008.
- 2.2 Historically the District Council has taken the view that this type of facility is about local provision and it is preferable if a local arrangement is set up such that the facility is managed locally either by a Town or Parish Council or appropriate community group as, for example, was the recent case of the Ramsey Community Centre.

**3. BACKGROUND**

- 3.1 In the case of Loves Farm there was a preliminary approach to St Neots Town Council in February 2008. During discussions it became clear that the Town Council did not consider that the funds being provided would be sufficient and were not inclined to take on the management of the asset. Latterly, now that the community is beginning to grow at Loves Farm, an active Residents Association has been established who have indicated that they would wish to work with the District Council on the planning and design of the facility. They have also suggested a willingness to try to attract additional external finance to support the build programme and to enhance what can be provided with the Section 106 funds. They would then be prepared to manage the facility. Any transfer to the Residents' Association would be by leasehold so Huntingdonshire District Council would retain the freehold rights.
- 3.2 Members have already received a report outlining some general principles for asset management (Cabinet Report: 29 January 2009). This report referred to the government sponsored report (the Quirk Report) which was published in 2007. Issues relating to the transfer of local authority assets to community based organisations were considered. In January 2009 there were limited opportunities for further transfers to the community but the report concluded that community ownership should be considered as part of the strategic approach to asset management.

- 3.3 Meanwhile at their meeting on 2 December 2009 the Town Council approved a recommendation that they “adopt the community building in Loves Farm and the asset including Title Deeds be transferred to St Neots Town Council on completion”. It is understood however that they do not wish to participate in the specification or procurement or seeking any additional funding should that be required.

#### **4. CONCLUSION**

- 4.1 The community building at Loves Farm is yet to be designed or built. The S106 agreement between the developer and Huntingdonshire District Council provides both an identified site and c£310,000 to construct a building for the benefit of Loves Farm residents. From 1 April 2010 Loves Farm forms part of the Priory Park ward of St Neots Town.
- 4.2 There have now been two expressions of interest for the management of the building when complete - one is from St Neots Town Council and the other from the Loves Farm Residents Association. The Town Council provides an option of freehold transfer on completion, while the residents’ association would be granted leasehold interest. The Residents association have indicated that they would wish to be involved in both the design and raising supplementary funding for the building.
- 4.3 This Council has already accepted that community ownership, for example by a Resident’s Association should be considered as part of the strategic approach to asset management where such offers are made as in the case of Loves Farm. The community there are very keen to be involved at the earliest opportunity to shape their local provision of community facilities.

#### **5. RECOMMENDATIONS**

- 5.1 Members are recommended to approve Loves Farm Residents’ Association as the managing organisation for the Loves Farm Community Building. The granting of the lease would be subject to Loves Farm Residents’ Association establishing an appropriate charitable trust to be responsible for the community building and providing a 3-5 year business-plan demonstrating how ongoing management of the building can be sustained.

#### **BACKGROUND INFORMATION**

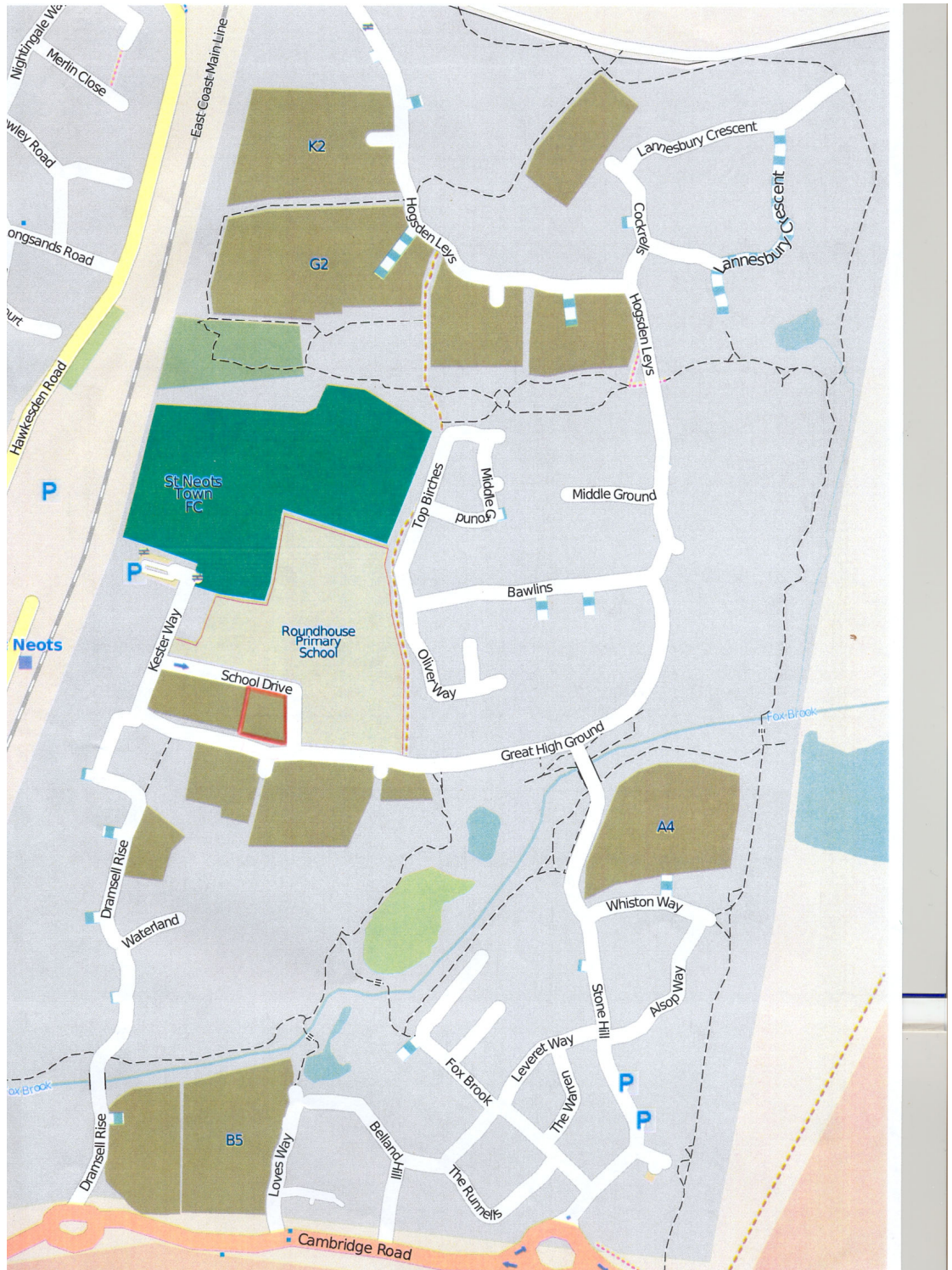
Loves Farm S106 Agreement dated 22 March 2006  
Minute 146 of St Neots Town Council Meeting held on the 6 February 2008  
Minute 132 of St Neots Town Council meeting held on 2 December 2009  
E Mail dated 1-3-10 from Mr C A Jones, Chairman, Loves Farm Residents Assoc  
Asset Management report to HDC Cabinet 29 January 2009  
Transfer of S106 asset report to COMT 30 March 2010  
The Quirk Report – Making Assets Work, May 2007

**Contact Officers:** **Malcolm Sharp, Director of Environmental & Community Services**  
**Dan Smith, Community Manager**  
**☎ 01480 388301 / 01480 388377**

## Appendix A

Map provided by Loves Farm Residents Assoc

The Community Building site is identified with the red boundary



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**OVERVIEW AND SCRUTINY PANEL  
(ENVIRONMENTAL WELL-BEING)**

**8TH JUNE 2010**

**CABINET**

**17TH JUNE 2010**

## **CAR PARKING ORDERS**

**(Report by the Chief Officers Management Team)**

### **1. INTRODUCTION**

- 1.1 The purpose of this report is to enable the Cabinet to consider responses received following the advertisement of proposals to introduce new Orders governing the use of car parks operated by the Council.

### **2. BACKGROUND**

- 2.1 Members will recall that as part of the on-going review of car parking arrangements, the Car Parking Member Working Party has looked at a range of issues on behalf of Cabinet, who have then considered these as part of a number of previous reports. These included recommendations to address the use of parking provision at Riverside car park in Huntingdon, controlling free parking in Ramsey and potential charging scenarios at Country Parks and in St. Neots as well as other minor operational issues.
- 2.2 At their meeting held on 11th February 2010, the Cabinet approved the publication on new Car Parking Orders to introduce changes to car parking charges and other matters. This decision was subsequently confirmed on 16th March 2010. This included the scenario at Riverside Park, St. Neots of making 38 spaces available for up to 2 hours free of charge with charging being introduced to the remainder of the facility.
- 2.3 The Orders, under the Road Traffic Regulation Act 1984, have been prepared and advertised in the local press. Copies of the Orders have been sent to the Town Councils of Huntingdon, St. Neots, St. Ives and Ramsey, the Council's Customer Service Centres and other bodies as prescribed in legislation.
- 2.4 Two Orders have been created to deal with the car parks. The first is for the paid and controlled car parks in the Town Centres and the Order No. 2 is for the free car parks. The Act allows a local authority to decide whether to convene a local enquiry before determining an Order. This report outlines the comments received in response to the consultation and requires the Cabinet to decide whether to determine the Orders without a local enquiry.

### **3. PROPOSED NEW ORDERS**

- 3.1 With regard to the first Order, having introduced designated short-stay car parking at Riverside Car Park, Huntingdon to encourage leisure activities, there is now little overall demand for the short-stay area so this area will be reduced to eight spaces. In making this change attention is drawn to the facts that overall demand is now less than the total supply following the opening of Bridge Place car park at Godmanchester and that short-term parking will still be available across the rest of the Riverside Car Park.
- 3.2 In reviewing the principles surrounding charging for parking, it is proposed to introduce charges at Riverside Car Park, St Neots but with the provision of 38

spaces offering two hours free parking in a demarcated area in order to support its recreational use. In addition, charging will be reintroduced at Cambridge Street Car Park, St Neots because overall demand generally exceeds supply. The charges applied will be at the same rates as in Huntingdon and St. Ives.

- 3.3 Tan Yard Car Park, St Neots is now little used. To encourage greater use of this car park and to reduce demand at Tebbutts Road, usage of Tan Yard by holders of either Resident Parking Permits and / or Season Ticket holders will be permitted.
- 3.4 Whilst there is a significant level of overall parking provision in Ramsey given the total available space both on and off-street, a problem exists in Mews Close because of a lack of turnover of short-stay spaces to encourage visitors and shoppers. To control demand for off-street parking in Ramsey, some short-stay parking areas will be introduced up to a maximum of two-hours stay, together with additional provision of spaces in Mews Close, Ramsey. Car parking at Mews Close will remain free of charge.
- 3.5 There are a number of anomalies in respect of those eligible to qualify for either a Resident Parking Permit or Season Ticket. These will be resolved by the use of revised town boundaries to determine eligibility for Permits or Tickets.
- 3.6 The use of Hinchingsbrooke Country Park Car Park is heavily impacted upon by people visiting other local facilities, particularly Hinchingsbrooke Hospital. This is likely to be exacerbated by the introduction of on-street waiting restrictions nearby at Christie Drive. As a result a six-hour restriction on length of stay will be introduced together with charges in order to deter full-time worker parking. Users will be able to purchase season tickets, subject to meeting eligibility criteria, and parking will remain free of charge for users of the conference facilities and in the evening.
- 3.7 The purpose of the No. 2 Order is to ensure the car parks referred to are used for the purpose for which they are provided and to control any abuse of the car parks, which might otherwise arise.

#### **4. OBJECTIONS AND COMMENTS RECEIVED**

- 4.1 As a result of the advertisement of the Orders, representations have been received on Order No. 1. These, together with commentary, are summarised in the attached Appendix.
- 4.2 No objections have been received to Order No. 2.

#### **5 ON-STREET CAR PARKING CHARGES**

- 5.1 Cambridgeshire County Council has responded as follows:

Cambridgeshire County Council's policy for the cost of on and off street parking needs to take account of the level of local bus service fares, as far as is practicable, to encourage greater use of public transport.

Cambridgeshire County Council will introduce on street parking controls where necessary to assist the flow of traffic, improve road safety, manage demand or meet strategic transport objectives. The introduction of new



charges or increased charging for off street parking places, is likely to increase demand on street, and I would ask that the District Council are mindful of this when considering their management of car parks. Any increase in charging is likely to impact on street in adjoining areas, which is likely to raise traffic management or possibly safety issues.

Cambridgeshire County Council are currently reviewing their on street parking provision in the Market towns. Part of this review will also assess the levels of provision, to secure a reasonable balance of parking needs for motorised and non-motorised vehicles, including charging levels.

The level of on street charges will take account of the level of any off street parking charges in the area. The relationship should normally encourage the use of off street facilities in the wider interests of the highway users, and charges will be levied accordingly. The cost of on street parking should normally be set higher than for any off street parking in the area, to make more use of off street parking more financially attractive than on street parking in the general interests of road safety and access.

## **6. PETITIONS**

- 6.1 In addition to his comments, which are reported below, Mr M Cornish, Editor of the News and Crier Series in Huntingdonshire, has submitted a petition on this matter. The petition has been signed by 645 individuals and makes the proposition that “[w]e, the undersigned, object to any changes for parking at the Riverside car park in St Neots”.
- 6.2 A further petition has been received in which the signatories “call upon Huntingdonshire District Council to keep the two out of centre Car Parks on Cambridge Street and at the Riverside Park, free of charge”. This petition has 1,548 signatories.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 Notwithstanding the information now reported, the financial scenarios relating to increased income from car parking, including the introduction of charging to current free car parks at Hinchingsbrooke Country Park and in St. Neots, remains unchanged as set out in the current approved Medium Term Plan.

## **8. RECOMMENDATION**

The Cabinet are recommended to consider the objections received and to determine the Orders, as advertised, either with or without holding a local inquiry.

## **BACKGROUND INFORMATION**

The District of Huntingdonshire (Off Street Parking Places) Order 2010 Order No. 2. Report of the meeting of the Cabinet held on 13th March 2008.

Responses received to consultation.

**Contact Officer:** A Roberts, Central Services Manager 📞 (01480) 388004.



**APPENDIX**

<b>Name/Organisation</b>	<b>Representations</b>	<b>Comments</b>
Celia	<p>Please, please do NOT charge for single mums who are already seriously struggling to spend a day at Riverside.</p> <p>We need to know there is somewhere green and free to spend a full day especially during the long Summer holidays without having to pay OBSCENE petrol prices.</p> <p>I pity residents near Riverside as we will all end up having to find somewhere nearby that is free so we can afford to spend an affordable day out(unlikely to be a mere two or three hours even if we get a free slot.)</p> <p>Please do not punish us for wanting to enjoy and support our town</p>	<p>The charging for Riverside Park St Neots is consistent with the principle of charging for car parks elsewhere in St. Neots as well as Huntingdon &amp; St. Ives. Allowance has been made for 38 free parking spaces of up to 2 hours for users of the park.</p>
Mr & Mrs M Golding	<p>The Riverside Park is an out- of- town amenity and people who wish to enjoy it should not be discouraged by having to pay a fee.</p> <p>The differential car parking charge of just 5p per hour will not influence shoppers and shop workers from the west from driving into the town car parks. This will greatly add to traffic in a highly polluted High Street and cause excessive demand on the Waitrose and Tebbutt Road car parks. The Waitrose car park is already completely full at times, such as Saturday morning.</p> <p>This congestion and inconvenience will adversely affect trade in already difficult market conditions. The provision of 38 free spaces is absurdly inadequate and likely to be taken up immediately by workers.</p> <p>We have already seen the effect of railway station parking in the surrounding streets. Parking fees at Riverside are likely to have a similar effect on streets close to the west side of the bridge, such as The Paddocks, Mill Road and Crosshall Way.</p> <p>We urge you to reconsider your decision.</p>	<p>Riverside Car Park is used by shoppers and workers from the town as well as Park users. If it was kept as a free car park, people would likewise travel through the town from the east as the only free town car park.</p> <p>The 38 free spaces will have a 2-hour limit on them and controlled so that workers or long-stay users will not be able to use them.</p> <p>If on-street parking were to occur to the detriment of highway safety, on-street waiting restrictions could be investigated in partnership with the County Council.</p>
Peter Dawes 160 St Neots Rd Eaton Ford St Neots PE19 7AD	<p>This is not just a car park it is a PARK. It is an important amenity for the Town and its residents. It is used for fishing, boating, cycling, a children's play area, dog walking, just walking, music, games etc. It has a</p>	<p>Comments as above</p>

	<p>snack bar and ice creams. It is so much more than a car park.</p> <p>In addition to providing parking to facilitate use as a park, the car park aids those who wish to shop and those who work in the Town. It is a great asset. The car park keeps traffic out of the Town, which is jammed up enough. It keeps traffic off the local streets.</p> <p>Why do you need to charge, no one likes paying Council tax but this is something I would happily contribute to.</p> <p>Human nature being what it is, if you charge, people will look for other free parking. There will be more traffic in the Town looking, there will be cars parking in local streets blocking residents and disturbing the status quo. Why do we need to go there and what will be the inevitable consequence - yellow lines spoiling everything for everyone. Why? Why? Why?</p> <p>Leave this amenity alone.</p>	
Bridget Hale	<p>Any scheme that allows free parking for a few spaces for a fairly short time is unhelpful and will just cause chaos in the car park as people try to find the free spaces. Its impossible to get to the end of the town and back any actually browse the shops and spend money within the space of 2 hours.</p> <p>The publicised option that you appear to be turning down of all spaces being free for 3 hours and charging for over 3 hours is far more appropriate. This would allow people to enjoy the park, do some shopping and attend local events like the free summertime concerts (if they still exist). It would also mean that people who park for the whole day (often a problem on a Thursday) would make a contribution to the town.</p> <p>I feel particularly concerned that HDC has spent so much time on the front pages of the papers during the last few months. Parking and toilets are important to everyone and no one wants to lose these amenities.</p>	<p>The 2 hour spaces are primarily for park users and not shoppers. Those wishing to spend longer in the town have a range of charged car parks available to them in addition to the planned charges at Riverside.</p>
Mr J Barrett 40 Grasmere Huntingdon	<p>I wish to comment about the proposed introduction of parking charges at Hinchingsbrooke Country Park. I feel that 100p for the first hour and 200p for between</p>	<p>Parking at Hinchingsbrooke Park needs to be controlled as it is being used by</p>

	<p>1 and 8 hours is too expensive. Anyone visiting Hinchingsbrooke Park would normally stay for over one hour so a it would always cost £2 per visit. These prices will deter people from visiting and enjoying one of the best green spaces in our town. I am not opposed to paying a reasonable fee for parking and I understand the hospital overspill issue but I think these proposed charges are excessive and not in keeping with the other car park charges in the area i.e. it is cheaper to park in town than at the park. Please consider reducing the prices.</p>	<p>may people that do not use the Park The proposed charges are £1.00 for the first 2 hours and £2 for a maximum for 6 hours. It is planned that this will stop people working locally using these spaces to the detriment of Park users, particularly since the introduction of on-street waiting restrictions at Christie Drive.</p>
<p>Anne Hall Little Paxton</p>	<p>Please note that my husband and I strongly object to any parking charges being imposed at the Riverside Car Park in St. Neots. It is the only place I can take my niece to in relative safety and play in the park. To have a limit of 2 hours would be ludicrous. Further, when shopping in St Neots we always park there as we enjoy the walk across the bridge. If we have to pay to park this far out then we will be shopping away from St. Neots. As a consequence, many shops will suffer with a loss of trade.</p> <p>If people have to pay to park this far afield then they will queue to park in the town resulting in more pollution</p>	<p>There is not a 2hour limit in the car park, this is just the extent of the free stay. After this the car parking is charged at a relatively low rate and there is no evidence to suggest that this will deter either shoppers to the town or visitors to the park, especially when compared to the overall cost of owning and running a car.</p> <p>Likewise, the argument that this will force shoppers elsewhere is not a sustainable position given the far greater cost of driving elsewhere when compared to the proposed charges.</p> <p>It will still be considerable cheaper to park at Riverside than within town centre car parks.</p>
<p>Matt Cornish Editor News and Crier Series Huntingdonshire</p>	<p>Please find attached a petition, signed by 645 people, objecting to any charges for the Riverside car park in St Neots.</p> <p>I would also like to make my own objections, in the strongest possible terms, to this proposal.</p> <p>I firmly believe that any charges at this car</p>	<p>See comments made above.</p>

	<p>park can only harm businesses in St Neots.</p> <p>The town has clearly been harder hit than any other area in Huntingdonshire, a fact proved by the district council's own footfall survey.</p> <p>It is scandalous that elected representatives from outside the town are prepared to do considerable damage to St Neots' economy in exchange for a relatively small and short-term economic gain.</p> <p>While the district as a whole may enjoy a very a small tax cut per person - a matter of pence per household - if shoppers are deterred from coming to the town, the effect on the livelihoods of individual businesses could be devastating.</p> <p>And in the longer run, the council's profit from this move may be further affected by loss of business rates as shops may be forced to close.</p> <p>There is also the argument that this car park serves a vital leisure facility to the town. Something St Neots - despite being the largest town in Cambridgeshire - has comparatively few of.</p> <p>This has caused considerable anger across town, with local representatives of both main political parties against it. Indeed, we have yet to come across any individual or business who thinks it is a good idea.</p> <p>I implore the elected representatives to listen to St Neots, reject this plan and help dispel the strong feeling in the town that St Neots as a whole gets a raw deal from Huntingdonshire District Council.</p>	
Sharon Brown	<p>I would prefer there to be no parking charges as it is better for the town in so many ways. Gives people the opportunity to stay in town longer - perhaps spending more. Encourages families to use the park facilities. Stops some of the traffic going into the centre. Provides town centre workers somewhere to park.</p> <p>However this is the real world and too much of tax payers money has been spent elsewhere - sometimes by local councils and sometimes by government. So I guess we end up paying the price - again.</p>	See comments above

	<p>If you are going to make a charge - keep it small - but keep it consistent. Don't faff (technical term) around with a few free spaces for a limited time etc. Either you charge or you don't.</p> <p>It has been reported in the local press recently that the footfall in St Neots is the smallest in the region - we should be encouraging people to our town not putting them off. I suppose it is too much to ask that if the council decides to make charges it would promise to look at reversing this decision in the future.</p>	
<p>Roger Brittain FCA.</p>	<p>I am a resident in The Paddock, Eaton Ford and have been since the development of the site in 1975. Also for 42 years I practised as a Chartered Accountant in the town of St Neots. I am very disturbed by the proposed parking fees for the Riverside Car Park. From a personal point of view, it will almost certainly mean that people will park in our narrow roads in The Paddock rather than pay your charges. Car parking charges must be very high on the people of Britain's hate list and they will do anything to avoid paying them. Already on a Thursday (market day) we have considerable parking in the Paddock, which makes it somewhat difficult to access our properties. It would be far worse and happen every day if the charges go ahead.</p> <p>I acted for many of the town's businesses when I was in business. St Neots is a very difficult place to make a satisfactory profit and further car parking charges will drive more people out of the town, which will cause more retail outlets to shut with the loss of council tax to you.</p> <p>I am also Chairman of St Neots Indoor Bowling Club in River Road. Our members are very worried that the public will be parking on club's car park free of charge instead of the Riverside car park, with the result that members will have no room to park when they come to play bowls. Although we could fence off our park, this is an expense we can well ill afford and should not be expected to carry out.</p> <p>As a retired accountant, I appreciate that you have to try and balance the books. Obviously the first priority in to cut costs,</p>	<p>See comments above.</p> <p>The effect of any displaced car parking will be monitored and discussions held with the highway authority if this becomes a highway safety problem. Any obstruction of the Highway will be a matter for the police.</p> <p>Any mis-use of the Bowling Club car park is a matter for that body to take action.</p>

	<p>which is very much the subject at this present time in view of the General and Local Elections. I am all in favour of a public sector pay freeze as suggested by the Conservatives. However I realise that you will probably also have to increase your income and my preferred way is by a further small increase in Council Tax rather than hitting the motorist once again, especially the motorists in St Neots.</p> <p>I believe the above points should be taken into account in your further deliberations.</p>	
David Skipper	<p>I live in The Paddock and I am totally in agreement with the five points which Councillor Jennifer Bird made in her e-mail of 19 April in relation to proposed charges for parking at St. Neots Riverside Park.</p> <p>I suggest you consider the position at St. Neots Railway Station where parking is charged for and as a result the people in the close neighbourhood are in the difficult situation of having their streets intolerably full of cars. As the Riverside car park is in a turning off The Paddock, we would undoubtedly find ourselves in the same situation with people driving around looking for a space from early morning till late at night!</p> <p>You will have noticed that The Paddock is a quiet cul-de-sac and not suitable for general parking, but drivers would no doubt come to look for a space anyway.</p> <p>Further, due to the narrow width of the road in The Paddock, we already have problems with visitors to neighbours parking in the road too close to our driveway or opposite our drive which makes it extremely difficult for me to drive out.</p> <p>The present system seems to work very well and it would be a great detriment to the traders in the town and to the general public to bring in charges.</p> <p>Thank you for your consideration of these points,</p>	See comments above
Celia	<p>PLEASE do not introduce charges at Riverside, St. Neots. I have a deaf son and other children, but receive no badge for free parking and cannot afford to pay any more fees. Market Day in St. Neots is a nightmare already and will become even more congested and miserable if fees are</p>	<p>See comments above.</p> <p>The proposed charges are set at a relatively low rate when compared to the overall cost of owning and running a</p>



	<p>introduced. There is too much hardship already for families with disabilities let us have SOMETHING free for a change or else widen the restrictions on getting a disabled badge!</p>	<p>car.</p> <p>The Council is no responsibilities relating to blue badge eligibility.</p>
<p>St Ives Town Council</p>	<p>At the Planning Committee considerable concern was expressed at the proposal to introduce car parking charges at Hinchingsbrooke Country Park as this is greatly valued as a local free facility. Members appreciated that the car park is frequently used by visitors/patients of Hinchingsbrooke Hospital and that rather than introducing parking charges at the Country Park the Committee suggested that the District Council should consider negotiating with Hinchingsbrooke Hospital to achieve more appropriate charges at their own site, particularly in terms of charges for short stay visits.</p>	<p>See comments above</p> <p>The District Council Overview &amp; Scrutiny Panel (Environmental Well-Being) has carried out its own investigations into car parking charges at Hinchingsbrooke Hospital.</p>
<p>Nigel Appleton 23, The Paddock Eaton Ford.</p>	<p>I am writing to express my deep concern over, and my objections to, the proposed imposition of charges for the use of the Riverside Car Park in St. Neots.</p> <p>Firstly, I should like to point out that there does not seem to have been made easily available any financial justification for this imposition - it would be useful to know the projected income and the calculated costs of the meter or meters, together with those of the personnel needed to maintain and empty them; and to know of any non-monetary benefits foreseen.</p> <p>Secondly, it appears to many residents of St. Neots that this remaining free car park is one of the few factors attracting visitors to the town; which is notorious for its traffic congestion and the resulting air pollution as well as a general lack of amenities, disappointing in such a large town so well situated.</p> <p>The free parking is also a boon to the young families using the play areas - upon which so much money has been spent, it has to be said with excellent effect. It would be a shame to discourage the very people for whom these facilities were erected - yet young families are generally those with least money to spend.</p> <p>Naturally, as a nearby resident, I am also</p>	<p>See comments above.</p> <p>Financial justification was considered by the Council as part of its Medium Term Plan budget considerations, which is publicly available.</p> <p>There is no evidence to suggest that the proposed relatively low level charges will deter visitors to the town, especially when compared to the overall cost of owning and running a car.</p>

	<p>concerned about the inevitable use of the surrounding streets for car parking if charges are imposed, with the attendant crowding, obstruction, and noise. I trust the emergency services have been consulted about the possible effects on them of on-street parking.</p> <p>Most of all, I am concerned that St. Neots, already in so many ways suffering from lack of imaginative town planning (and from the worst traffic-flow management policy I have ever seen and suffered from) will suffer even more from the withdrawal of one of its few amenities. I think I need hardly point out that business owners will be only too ready to reconsider the desirability of relocating if "footfall" reduces much more.</p> <p>Lastly, I should like to remind ALL our elected representatives that we look to them to be finding ways of improving the quality of life of local residents and visitors, rather than to be for ever finding more and more small ways in which to make that life more irritating, difficult, and expensive. I am not alone in finding it very hard to see that the potential net income from car parking charges mitigates the disadvantages such an imposition would bring.</p>	
Eric Goddard	I know at least twice before the question of charging for parking in Riverside Car Park has been discussed. May I be so bold as too suggest that you all do a little soul searching and remember that you have been elected to represent the local community So before you decide to make this a chargeable facility take a good look into the future and try and estimate the damage you will be doing locally. This is not a temporary scheme it will once introduced will be here for ever, so please search your minds and if you truly believe it will be good for the town then go ahead and just make another political blunder a sincere local resident.	See comments above
George Isaacs 12 Park View Court The Paddock Eaton Ford St Neots PE19 7SD	<p>I live in an apartment overlooking Riverside Car Park in St Neots and I would like to take a few moments of your time to describe what happens in and a round the car park on market days.</p> <p>The first thing one notices is cars driving round the car park looking for a space as the car park fills by mid morning.</p> <p>The second observation is the congestion in The Paddock which is the road that feeds</p>	See comments above

	<p>into the car park as vehicles park on the street. The congestion often tails back to impinge on traffic using the roundabout access to the bridge.</p> <p>Next one notices residents vehicles trying to enter or leave their homes and having great difficulty as they intermingle with vehicles entering and exiting the cark.</p> <p>Ones eyes are then drawn to pedestrians as they seek to cross a congested road darting in between the cars parked in the street. Now add to this school holidays and I hope you can see as I do a scene approaching chaos.</p> <p>Mr Monks, Riverside Park has been described as St Neots "Jewel in the Crown". It's car park is extensively used for recreation and massively used by shoppers. The requirement for parking space is going to grow as the town's population grow. It would seem to me that as planners you must plan for worst case and market day during the school holidays in a growing town is just that The proposal to charge for parking inevitably will force more vehicles into street parking not just in The Paddock but all the adjacent streets. I cannot think of a single more damaging proposal for the Eatons and St Neots, I urge you to reconsider</p>	
<p>Helen &amp; Tim Lee Eaton Ford</p>	<p>We are writing to strongly object to the proposed parking charges at the Riverside Car Park.</p> <p>We cannot believe that the option for 3 hours free parking, which would have been an equitable compromise has been rejected.</p> <p>Further to my earlier email I would like to submit the following for consideration at the Council's Cabinet on 17th June, regarding the proposed charges at St. Neots Riverside Car Park.</p> <p>My comments are based on being a resident of the town for 20 years.</p> <p>Whilst I would choose to walk to town wherever possible, the Riverside Car Park serves many of the residents of Eaton Ford and Eaton Socon. It reduces the impact of</p>	<p>See comments above</p> <p>There is no evidence that the relatively low level of proposed charge will force shoppers to other towns given the far greater cost of driving elsewhere when compared to the proposed charges and the charging levels in place within nearby towns and cities.</p> <p>The proposed 38 free spaces will be enforced by the existing Street Ranger service.</p>

	<p>traffic going into the town via the road bridge. Anyone who lives in St Neots, would know how congested this route can become.</p> <p>I believe that the availability of free parking also ensures a better foot fall in the town centre, which in turn ensures that local businesses are supported. If there was no such incentive the option to go to out of town or local city shopping centres would be greater.</p> <p>Many people use the Riverside Car Park for parking not only for town but recreation, such as the cafe and children's play area.</p> <p>As residents we would rather have paid a small amount extra on our council tax and retain this valuable amenity. At the very least the option of 3 hours free parking would have been a reasonable compromise rather than the paltry number of free places that are being proposed and will be completely unworkable in practice.</p> <p>I would like to know how much of our Council Tax has gone on building the lavish new HQ in Huntingdon for the Council, rather than putting the money back into the community. I feel that Huntingdon Council rarely represents the people of St Neots and this is just another example of this.</p>	
Stuart Gallagher	<p>I would like to add my support to the e-mail sent by my Town Councillor Jennifer Bird concerning the proposed charges at the Riverside Car Park.</p> <p>Whenever the police put no-parking signs out in the Paddock, the signs are ignored and sometimes thrust aside! Motorists also park on the pavement forcing pedestrians on to the road.</p> <p>Will there be special arrangements made for the market traders? They always use the Riverside Car Park. Will they be parking in the Paddock?</p> <p>If this proposal goes ahead and the Paddock becomes a car park, can we look forward to a reduction in our council tax?</p>	<p>See comments above.</p> <p>Any abuse of temporary 'No Parking' cones or illegal parking on footways are matters for local Police enforcement.</p> <p>The proposed Orders allow the Council to issue parking permits for market traders.</p>
Councillor David Harty	I wish to comment on the issue of car parking at Riverside Park, St Neots.	See comments above.

	<p>The current proposals are not acceptable to residents in St Neots and I would advise Cabinet that 38 free spaces for 2 hours is meaningless and a nonsense.</p> <p>And why pay? Surely we don't have to be consistent throughout the District Council. It is important to review local issues and understand the concerns. The car park – in addition to serving the attractions of Riverside Park:</p> <ul style="list-style-type: none"> <li>provides a park and walk into the Town Centre</li> <li>reduces congestions in the Town Centre</li> <li>and reduces high levels of air pollution currently in High Street.</li> </ul> <p>If the proposal is introduced, it will continue to reduce footfall in the Town Centre, harm the local economy and spread car parking into adjacent streets.</p> <p>Councillors in St Neots are seeking to build harmony and understanding with HDC. We must retain free parking at Riverside Park and I would ask Cabinet to reconsider at the next opportunity and ensure the future of a sustainable community in St Neots.</p>	<p>There is no evidence to suggest that the relatively low level of proposed charge will deter users and that the car park will continue to provide a park &amp; walk facility, a sustainable alternative to town centre car parking and to continue to assist reducing levels of pollution by providing cheaper car parking to that within the town centre.</p>
<p>C and J Leahy Slepe Lodge Ramsey Road St Ives</p>	<p>While we understand the reason for the proposed car park charges at the County Park we feel this is a retrograde step which will become an entry fee to the park.</p> <p>We are particularly concerned about the effect on the extended improved café. No longer can we go for a walk and a lunch without constantly looking at our watches and paying extra on the bill.</p> <p>Could not the charges be offset against café purchases with arrangements as exist with Waitrose and Sainsbury? This would encourage use of the café.</p> <p>A further possibility is to consider free parking for the Friends of the Country Park. Not only would this encourage membership but also bring in more money to the park.</p> <p>Please have a rethink about the whole concept.</p>	<p>Season tickets at a reduced cost are available for friends of Hinchbrook Park. The Café will be able to offer refunds if it wishes to do so.</p>
<p>Pauline Wells Ford Farm The Green</p>	<p>I would like to point out my objections to charging for parking in the Riverside Park:</p>	<p>See comments above</p>

<p>Eaton Ford St Neots</p>	<ol style="list-style-type: none"> <li>1. Cars will be parked in streets locally, we already have a problem on Eaton Ford Green, because of offices in a residential area, which we objected to, cars park in the turning area and in front of the bollards, which is on the path, causing problems for pedestrians. I have asked for a 'no parking in the turning head' sign and was told there is no money. If this goes ahead we will need this sign and residents parking only on Eaton Ford Green and nearby streets.</li> <li>2. The Riverside is for leisure and brings people from local surroundings into the town. The greatly improved childrens play facilities will in effect be charged for.</li> <li>3. Trade in the town will suffer as nobody will come into the town, the only people needing to pay for parking will be the people that work in the Estate agents and Charity shops, that are all that will be left in St Neots.</li> </ol> <p>I hope you will take all objections into consideration before making your decision.</p>	
<p>J A Hay 21 The Paddock Eaton Ford St Neots</p>	<p>Please can you bear in mind that if people have to pay in the car park they will attempt to park at the entrance to the car park, making this a dangerous area (for children especially).</p> <p>Also, it will be a pity if people are put off from enjoying the amenities of the park because they have to pay. This is a consideration for some people.</p>	<p>See comments above.</p> <p>There is no evidence to suggest that users of the park will be deterred if they have to pay the relatively low level charges proposed if the proposed free spaces are not available.</p>
<p>Town Councillor Jennifer Bird</p>	<p>Please will you give the following points careful consideration before imposing charges for Riverside Car Park. Should you decide to proceed with making a charge, the predicted income from this source cannot be compared with the amount of cars currently using the car park because people will obviously look for alternative free car parking or not use the car park at all. The cost of installing a meter and having a warden to monitor the car park must obviously be deducted from income expected. If, as predicted, there were a substantial reduction in visits to the businesses in the town, this could result in</p>	<p>See comments above.</p> <p>The car park serves as a facility for a number of functions including shopping, employment and leisure.</p> <p>There is no evidence that the introduction of the proposed charges will result in people driving into the town in greater numbers given higher</p>

	<p>businesses closing and less business rates received.</p> <p>As a Town Councillor and resident of St Neots I have a deep understanding of the needs of our town. I consider the Riverside Car Park should remain free of charge for the following reasons:-</p> <ol style="list-style-type: none"> <li>1. This car park is primarily required for the leisure facilities that the adjoining park offers.</li> <li>2. We have a town centre badly congested with traffic. It has one of the worst air quality conditions in the country caused by this problem. If HDC insist on charging for Riverside Car Park, it will encourage the public to drive over the bridge to use other more conveniently positioned car parks, which already charge.</li> <li>3. Charging for this car park will create a Health &amp; Safety problem in the adjoining streets. It is obvious visitors will prefer free parking and resort to parking in the adjacent streets. When this car park is used for the fair, the Police immediately put restricted parking in place in The Paddock because when public park on both sides of the road it becomes impossible for ambulances or fire engines to access the houses.</li> <li>4. Several traders in the town are convinced less people will come into the town if they have to pay for the privilege. If they come to this car park they will stay for the minimum time then leave without spending any money in the town, which is already struggling to survive.</li> <li>5. St Neots has been selected to take the most housing expansion required for Huntingdonshire in the next 25 years. Therefore charging for parking should be considered as an individual case. The town will need more support from HDC to accommodate this expansion therefore detrimental decisions at this time are very inappropriate.</li> </ol> <p>Thank you for taking these important</p>	<p>charges that apply. Likewise, the retention of free parking could encourage those from the east side to drive in greater numbers to seek free parking thereby contributing to an increase in traffic levels.</p>
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	<p>aspects into account when deliberating your recommendation on whether parking in Riverside Car Park should remain free of charge. Limited free spaces would <b>not</b> be a solution. Please ensure this letter is read out at the District Council meeting.</p>	
<p>Margaret and John Elstone</p>	<p>We have several reasons why we would prefer these charges not to be implemented, and would be grateful if you and your members could give this some careful consideration. Listed below are several points that we feel should be taken into account to allow this car park to remain free of charge to the people who use it.</p> <ol style="list-style-type: none"> <li>1. As you are aware St Neots is going through a very bad time with the closure of a number of businesses in the High Street. We recently visited Huntingdon and can see that there is now a thriving community in the town, which would be nice if this could happen in St Neots.</li> <li>2. There are lots of visitors who come to St Neots to visit the Riverside Park to park, and then to enjoy the amenities that are available. This area is particularly busy when the weather is good at weekends and during the school holidays, thus including lots of families. Many of these people can ill afford parking charges and will therefore gradually stop coming to St Neots, and go elsewhere.</li> <li>3. St Neots needs to encourage visitors to visit and shop in the town, as well as making use of the lovely park. The number of useful shops has decreased and we are being left with run down frontages. In the High Street are a couple of coffee places and not much else. Why are these buildings allowed to stand empty in what was a once thriving town?</li> <li>4. We are also concerned that if the parking is to be charged in the Riverside Car Park the volume of traffic parking in the side streets will considerably increase in number. As you can see from our address, we are residents in the Paddock and know that our small cul-de-sac will become congested. Already Thursdays are a nightmare if we wish to travel out in our car, caused by the double parking that takes place in the Paddock, and even last week a</li> </ol>	<p>See comments above.</p> <p>The proposed charges are set at a relatively low rate and there is no evidence that these cannot be afforded when compared to the overall cost of owning and running a car or that such levels of charge will deter visitors.</p>



	<p>bus was parked in it. We are concerned that access for emergency services would be compromised.</p> <p>5. Judging by the large number of new build housing close to the town and the expected growth over the next few years, St Neots needs to be an inviting place, bustling with shops, not one with car parking charges that will cause people to stay away.</p> <p>We hope that you will give this matter careful consideration and we look forward to hearing your comments.</p>	
Chloe	<p>Apart from the excessive parking around surrounding streets a charge will cause many pensioners who have limited means will not be able to afford it and may not be able to walk the distance if they have to park farther away. This will affect the times they can come into town.</p>	See comments above.
S Betts 1 Park View Court The Paddock Eaton Ford St Neots	<p>I am very concerned about the proposed charges for Riverside Car Park.</p> <p>It is a facility that is appreciated both by people coming to shop in St Neots and families bringing their children to the Park to use the facilities there.</p> <p>It would be a big mistake to charge for parking as people would probably not come to St Neots so much to do their shopping and so eventually shops would close.</p>	See comments above.
R F Hennell 1 The Paddock Eaton Ford St Neots	<p>I wish you to record my objections to the proposed car charging fees at Riverside Car Park St Neots.</p> <p>I have lived in St Neots for the past 28 years, and have experienced the amount of inconsiderate parking in The Paddock when the car park is closed or full to capacity.</p> <p>It seems obvious there would be a large increase in street parking nearby to the car park to avoid paying parking fees. Stupid parking would also affect access for the emergency services.</p> <p>It this proposal to charge fees for parking goes ahead, then please could arrangements be put in place for parking restrictions in The Paddock and surrounding areas be considered.</p>	<p>See comments above.</p> <p>The need for any on-street parking restrictions would be considered in conjunction with the County Council as local highway authority.</p>
Y M Davies 24 The Paddock Eaton Ford	<p>As a resident of The Paddock which is adjacent to the Riverside Car Park I am most concerned about the proposed</p>	<p>See comments above.</p> <p>The proposed Orders</p>

<p>St Neots</p>	<p>charges for parking there. Before making any decision please consider the following points:-</p> <ol style="list-style-type: none"> <li>1. On market days the traders put their vans in the Riverside Car Park. Where would they go if they have to pay for parking as well as for their pitch and so the market may close.</li> <li>2. Many people come to enjoy the facilities in the park i.e. the play areas, the boating lake, fishermen using the river, the summer band concerts, dog walkers etc. Where are they going to park?</li> <li>3. Motorists will go to the nearest streets to find a free place and my road is too narrow for parking both sides and still allow room for fire appliances of ambulances to pass.</li> <li>4. As a volunteer in a charity shop in the town centre I know that people come from surrounding towns and villages, park in the Riverside Car Park and then shop in town. We could lose these customers if they have to pay for parking.</li> </ol> <p>Please take these points into consideration when deliberating your recommendations on whether to charge or not for parking in the Riverside Car Park.</p> <p>The Riverside Park is a wonderful facility for the town and brings people here. Do not spoil it by charging to use it.</p>	<p>allow the Council to issue parking permits for market traders.</p> <p>If none of the 38 free spaces are available, users of the Park have the option of paying the proposed low level charge.</p>
<p>Sallyann Woodthorpe, Chairman, Friends of Hinchingsbrooke Country Park</p>	<p><i>We (the Friends of Hinchingsbrooke Country Park) are unhappy with the District Council's proposal to introduce car parking charges for park users at Hinchingsbrooke Country Park.</i></p> <p><b>The reasons for our opposition are as follows:</b></p> <ol style="list-style-type: none"> <li>a) Parking charges will have an adverse effect on the numbers using the Park. Whilst people living locally can walk or cycle to the Park to enjoy the green open spaces those from further afield have little option but to come by car. Many of the car users bring their dogs for regular walks in the Park - a park that up until now has freely welcomed</li> </ol>	<p>See comments above.</p>

	<p>everyone. HDC state in 'Cultural Strategy, 2007-2010' the vision is "to enhance the quality of life and ensure that all of Huntingdonshire's residents have the opportunity to pursue a wide range of high quality sustainable cultural activities that fully reflects the diverse needs of the district." Parking charges will act as a barrier to many residents who would otherwise be able to pursue the cultural activities at the Park.</p> <p>b) Whilst income will be generated by the proposed charges we feel that they will lead to a reduction in the number of visitors to the Park, and this may affect income at the Visitor Centre café. Likewise it could reduce numbers of people supporting fundraising events organised by the Friends, and therefore our donations towards extra projects in the Park.</p> <p>c) Since the proposals have implications for the operation of our membership system it would have been useful for the Friends Committee to have been consulted before the publication of the Order and we would hope to be contacted before implementation. As the 'Cultural Strategy, 2007-2010' further states (Section 5.1)</p> <p>"Undertaking robust consultation is vitally important to ensure that this Cultural Strategy, and its associated action plan, properly meets the needs of the district."</p> <p>d) Long stay parking by non Park users, mainly hospital workers, is an increasing problem which needs dealing with, but will these proposals do so? It will surely not take long for people to realise that they can join the Friends and get a season ticket and then be able to park daily for much less than a pound per day. This in itself is problematic as we could never guarantee a parking</p>	
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	<p>space to all friends as we currently have more Friends than there are parking spaces.</p> <p><b>Furthermore we have a number of questions about the proposal and practicalities about how the scheme would operate:</b></p> <p>i) Can you clarify if the six hour limit applies to season ticket holders? if so, will they need to acquire a ticket from a machine to show their time of arrival.</p> <p>ii) The Order refers to the car park at Hinchingsbrooke Car Park, but the accompanying map appears to show both the main visitor car park and that for the Countryside Centre. Clarification is therefore needed about whether or not the Order applies to both car parks.</p> <p>iii) It would be interesting to know how it is proposed to “police” the car park, such as monitoring the length of stay of vehicles. Also where will people be <i>required</i> to purchase season tickets – is it proposed for example that they can be purchased at the Park?</p> <p>iv) Unlike tarmac car parks in town there are not marked/designated bays in the main car park at Hinchingsbrooke. On busy days at weekends and in school holidays the car park soon becomes full and vehicles are parked on verges and the tracks around the car park. Would these vehicles be viable to charges?</p> <p>v) The Statement of Reasons says that users of conference facilities will not have to pay, but the Order does not state how they will be identified. Presumably organisers of outdoor events would also be entitled to free parking? The Park is reliant on</p>	<p>The six hour limit will apply to season tickets</p> <p>Both areas will come under the Order and people will only be able to park in signed spaces.</p> <p>The monitoring equipment used by the rangers can identify time stayed in the car parks against registration numbers.</p> <p>People should only park within the marked areas, or they can be ticketed for parking out of spaces</p> <p>Permits will be issued for conference users</p>
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	<p>volunteers to help with day to day maintenance at the Park - would they get free parking?</p> <p>Finally we should point out a discrepancy in the published official notices. On Schedule 1 the scale of charges states a charge of 100p for periods of up to “<b>1 hour</b> or part thereof”, rather than “for period up to <b>two hours</b>” as in the Order. The Schedule then states a charge of 200p “For periods in excess of 2 hour and up to <b>8 hours</b> or part thereof” rather than <b>6 hours</b> (the maximum permitted stay).</p> <p>In summary we feel that the proposal has not been given proper consideration, to the extent that there are still omissions and discrepancies. We have been contacted directly by a number of unhappy Park users and I am sure this is set to continue.</p> <p>Perhaps it would be prudent to give Park users an opportunity to comment on the proposed parking charges at a public meeting.</p> <p>We look forward to hearing your response to the questions that we have raised and an opportunity for further discussion of the proposal.</p>	<p>The charge for park is to be £1.00 for up to 2 hours and £2.00 for 2 to 6 hours</p>
W. Watkins	<p>I am writing to you to record my concern about the proposal by the Huntingdon District Council to introduce parking charges at the Riverside Car Park. I believe this will be a retrograde step. The introduction of parking fees will only serve as a deterrent to visitors shopping in St.Neots and as a result we will see further shops closing down.</p> <p>Also as someone who lives in the Paddock, adjacent to the car park, there will be a substantial increase in street parking. The road is particularly narrow at the entrance to the Paddock and we may have a repeat(s) of a recent incidence when it was impossible for an ambulance to access the Paddock because of double parking.</p> <p>I appreciate that because of the current recession savings and cuts have to be made but I feel that this proposal will be counter productive.</p>	<p>See comments above.</p>
David Tattam	<p>I am writing to express my serious concerns about the proposed introduction of parking</p>	<p>See comments above.</p>

	<p>charges at St Neots Riverside Car Park.</p> <p>I live in The Paddock so clearly have personal concerns.</p> <p>There is ample evidence that when the Riverside Car Park is full or used by a fairground then drivers wishing to go into town use the (free) parking in the residential area of The Paddock and other nearby streets.</p> <p>This indiscriminate parking can be seen historically in the actions of drivers using St Neots Rail Station who for years have parked and blocked the surrounding streets rather than pay a fee.</p> <p>The police try to control this parking but to little effect. I have, on several occasions, had to report that indiscriminate parking in The Paddock has blocked the road to council refuse vehicles and local buses that use it to turn round. Clearly such uncontrolled parking would prevent the access of ambulances and fire engines should these be needed.</p> <p>Perhaps even more important those drivers parking their cars who are aware that they may block the road just park on the pedestrian footpath! On occasions I have had to use a wheelchair and there are several residents of Gorham Place in the same position. There is no safe way in which we can get in or out of The Paddock when it is being used as an overflow to the Riverside Car Park.</p> <p>There is no doubt in my mind, and that of any sensible person, that if parking charges are introduced then motorists WILL use the free parking in The Paddock and other streets rather than pay. This will very obviously create a serious health and safety hazard to residents and those who actually walk into town from Eaton Ford/Socon.</p> <p>On a general front; many residents, shopkeepers, councillors etc have all made their views quite clear on the adverse effect to the town of introducing parking charges at Riverside, St Neots. I fully concur with these views and, like others, believe that the extra income that parking charges may generate could well be lost due to the added cost of</p>	<p>Any pavement parking is illegal and can be enforced under local Police powers.</p> <p>The cost of introducing charges and monitoring the car parking has been considered by the Council as part of its Medium Term Plan.</p>
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	<p>collecting and monitoring the parking plus the added cost of policing the surrounding streets.</p> <p>Finally, I clearly recall that when the flood plain of St Neots was turned into the Riverside Park plus a parking area in the early 1970's, Councillor Cyril Childs, and others, gave an absolute promise to the people of St Neots and Eaton Socon that there would NEVER be a charge made for the use of these facilities. This promise was made when Huntingdonshire still existed and before the asset were handed over to Cambs CC.</p> <p>You, sir, represent the inheritors of the old County Council and have a duty to guide our avaricious and misguided councillors from Huntingdon that the Riverside Car Park at St Neots is a town asset and that promises made in the past should be honoured.</p> <p><b>ALL OF ST NEOTS RIVERSIDE CAR PARK SHOULD CONTINUE TO BE A FREE PARKING AREA.</b></p>	
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**REPORT OF THE OVERVIEW AND SCRUTINY PANEL  
(ENVIRONMENTAL WELL-BEING)**

**1. INTRODUCTION**

1.1 At its meeting on 8<sup>th</sup> June 2010, the Overview and Scrutiny Panel (Environmental Well-Being) considered the following reports:-

- Ramsey Market Town Transport Strategy;
- Car Parking Orders.

**2. DELIBERATIONS**

2.1 The Panel welcomed the content of the Ramsey Market Town Transport Strategy and endorsed the recommendation contained in the report.

2.2 With regard to the Car Parking Orders, Members discussed the possible implications of introducing charging at Hinchingsbrooke Country Park. While recognising that the car park is being used by motorists working and visiting the nearby hospital and commuting via the railway station, the Panel would draw the Cabinet's attention to the need to ensure that membership of Friends of the Country Park also is not used simply to enable motorists to continue to park at the country park without charge.

With regard to the situation at Riverside Park, St Neots, the Panel noted the responses received which opposed the introduction of charges for parking. In view of the level of publicity that this matter has generated in the local media, the Panel acknowledged that there has been ample opportunity for members of the public to comment. The Panel saw no reason therefore why a local inquiry should be required to explore the objections raised in greater detail which it was felt would add further delay and cost to the process. While a number of Members expressed some sympathy with the views expressed by the public, the Panel also recognised the need for the Council to generate additional income to meet the anticipated shortfall in the Council's budget.

The Panel therefore asks that the Cabinet takes representations received into account in determining whether to confirm the parking places order, while recommending that this matter is dealt with without a local inquiry.

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COMT  
Cabinet

8 June 2010  
17 June 2010

## Cambridgeshire Voluntary Sector Infrastructure Review

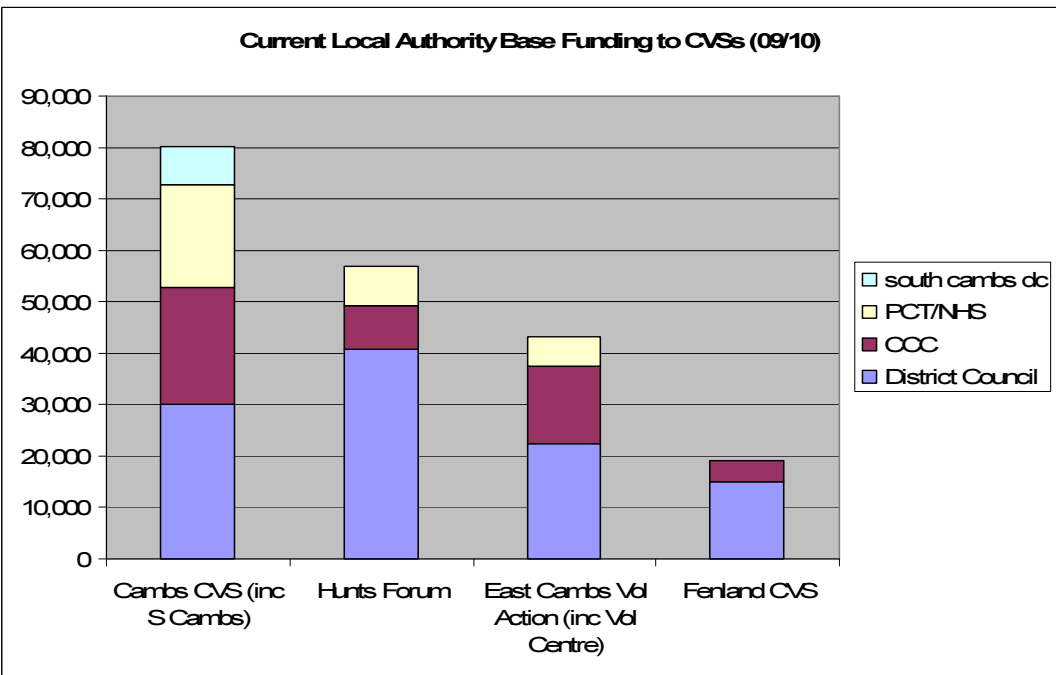
### Report by Community Manager

#### 1. Purpose

The purpose of this report is to seek Members' views on whether they wish to indicate the support of Huntingdonshire District Council to the proposals of Cambridgeshire County Council and NHS Cambridgeshire for a single funding agreement for the Councils of Voluntary Services across Cambridgeshire.

#### 2. Background

- 2.1 In 2008 Cambridgeshire County Council and Cambridgeshire NHS invited representatives from District Council's and Cambridge City Council to meet as a Voluntary Sector Infrastructure group. The Voluntary Sector Infrastructure group recognised that inconsistencies and inequalities existed in the funding of Council's for Voluntary Service (CVS) across Cambridgeshire.
- 2.2 Currently Cambridgeshire County Council and Cambridgeshire NHS have a primary budget of £95,000 to support CVS across Cambridgeshire. The County Council currently provides financial support to all CVS. Cambridgeshire NHS supports all CVS bar Fenland CVS.
- 2.4 The graph below shows the level of funding currently been provided to CVS by Cambridgeshire County Council, Cambridgeshire NHS, District and City Council's.



### **3. Proposals**

- 3.1 Cambridgeshire County Council and Cambridgeshire NHS are now proposing a single funding agreement for Cambridgeshire. It is intended this agreement be delivered by either: one CVS on behalf of all in Cambridgeshire; or the recently established CVS5 consortium. The CVS5 consortium has recently been established to enable the CVS in Cambridgeshire to work better together and avoid duplication.

### **4. Implications**

- 4.1 There is currently no CVS infrastructure in Fenland. Since the commencement of this process Fenland District Council (FDC) decided not to financially support Fenland Council for Voluntary Service for 2010/11. This resulted in Fenland CVS making its entire staff redundant at the end of 2009/10. The financial contribution from FDC to Fenland CVS was £15,000
- 4.2 Currently in Huntingdonshire, HDC are the main funder of the CVS and that funding is subject to an individual Service Level Agreement that includes performance measures and reporting arrangements. HDC also provide significantly more funding than the other district/city authorities in the county. It is proposed, under new arrangements, that any service agreements currently operated with by District or City Council's would become addendums to the county wide agreement with district/city funds ring-fenced for local activities only.
- 4.3 The combined CCC/NHS document sets out service expectations across Cambridgeshire. The costs of this level of delivery across the county have not yet been calculated. FDC have indicated they intend to commit £15,000 towards the delivery of services in Fenland and have produced an outline of the services they will expect to see delivered in the Fenland area. As there is now no CVS within Fenland there will be an expectation that Cambridge City, East Cambridgeshire or Huntingdonshire CVS will provide the additional services required in Fenland; as set out in framework agreement. It is anticipated this will result in reduction in local provision as services must stretch over a wider geographical area.
- 4.4 Currently, Hunts Forum for Voluntary Organisations receive approximately £16,000 from both CCC and Cambs NHS these funds will be included in the proposed single contract. There is no guarantee that the £16,000 will be re-invested or ring-fenced to support voluntary organisations in Huntingdonshire. Additionally the key areas for improvement that have been indicated are required in Fenland may require more that the present £18,000 committed by both FDC and CCC without drawing funds away from the other Councils for Voluntary Service in Cambridgeshire and consequently local voluntary/community organisations.
- 4.5 Huntingdonshire District Council , along with the other District and City councils, have been requested to indicate their support for the proposals set out in the document attached as appendix A to this report. The response to Cambridgeshire County Council is required by the 30 June 2010. Indications to date are that Fenland District Council and South Cambridgeshire District Council support the proposal to have a single funding agreement for Cambridgeshire.

### **5 Recommendations**

- 5.1 Members are recommended to indicate that prior to conveying their support for the single funding agreement proposed by CCC/Cambs NHS the agencies be requested to provide details of the costs associated with delivering the single funding agreement in each District/City area.

**Background Papers**

Framework Agreement re CVS5 (single funding agreement) April 2010  
Infrastructure options paper August 2008  
Briefing note from Hunts Forum for Voluntary organisations 4 June 2010

**Contact Officer: Dan Smith, Community Manager**  
**☎ 01480 388377**

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**Framework Agreement re CVS5 (single funding agreement)****Statement of Intent**

The Statutory Sector wishes to see strong and active communities in Cambridgeshire, where individuals and groups are supported to contribute to the health, stability and well being of these communities in partnership with the public sector. We jointly recognise and wish to support the role of local infrastructure organisations that provide advice and support at all levels to enable strong and active communities. This agreement will provide financial support to CVS5 so that CVS5 will

<b>Key Outcomes</b>	<ul style="list-style-type: none"> <li>• develop and support voluntary and community organisations in Cambridgeshire in a way that is inclusive of all communities</li> <li>• work together and with other infrastructure organisations to modernise and develop infrastructure support to Cambridgeshire organisations</li> <li>• work in partnership with the statutory sector to ensure the development, engagement and empowerment of the VCS in Cambridgeshire</li> </ul>
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**SCHEDULE 1. Specific Outputs (Countywide)****Representation and Strategic Development**

- act as representative of the voluntary and community sector (VCS) at local/District health partnerships such as the Improving Health Partnerships
- act as representative of VCS at Cambridgeshire District Local Strategic Partnerships
- facilitate appropriate representation at other NHS groups as appropriate
- provide representation at the County level (and contribute to the work plans) in respect of Cambridgeshire Compact/Funders Group, Cambridgeshire Safer and Stronger Theme Board and Stronger Officer Group

**Measures**

Meetings attended/feedback reports

Evidence of feedback to local groups / networks

Number of related initiatives by CVS5

**Infrastructure Development**

- work together and with other infrastructure organisations (including as a Member of CVSIC) to co-ordinate and improve infrastructure support to Cambridgeshire organisations
- work to promote joint working and 'collaborate' with other related infrastructure service providers in the voluntary and community sector generally where these are seen to provide greater resource efficiency and service effectiveness
- work to maintain the membership base of CVS5
- work (as CVS5 and in partnership with other infrastructure organisations or related projects) to ensure a single/joint Cambridgeshire Database of VCS organisations, and produce a single/joint Cambridgeshire Directory of Voluntary Organisations
- work to develop links with the further development of Cambridgeshire.net
- work to ensure the development of infrastructure services that particularly support small community organisations, minority groups and faith groups
- work as part of the Seamless Support 'partnership' to enable effective infrastructural support for Social Enterprise Development
- work in support of the development and delivery of the Cambridgeshire Voluntary Sector Assembly in ensuring an effective voice and a developed ('wider and

deeper') representative system for the VCS in Cambridgeshire.

### Measures

#### Meetings attended

Details of improved infrastructure / improvement plan (inc a joint CVS5 service offer to Cambridgeshire Groups)

Evidence of joint working/initiatives with other infrastructure groups

Evidence of activities related to joint infrastructure offer and collaboration

Developments re small groups, minority groups, faith groups

Membership list

Directory of VCS Organisations

Evidence of support to enabling the objectives of the 'seamless support partnership'

Evidence of direct support to development of VCS Assembly and related systems

Survey of Members views on services

### **Liaison and Networks**

- Facilitate consultation and communication, including providing an effective liaison function between the local authority and NHS and the VCS, through newsletters and consultative mechanisms, and enabling the views of the VCS to be articulated on local, regional and national policies and issues;
- Promote the Cambridgeshire Compact and enable its (shared) delivery
- act as a conduit between NHS and VCS for health and social care briefings through the use of its membership and contacts database
- act as a conduit between NHS and VCS on matters relating to the commissioning or procurement of VCS by the NHS Cambridgeshire
- deliver email bulletins and newsletters containing information and news relevant to VCS working on health and social care
- convene periodic meetings of VCS groups concerned with health and social care issues for consultations, discussions and briefings as required

### Measures

Newsletters

Consultations supported

Compact related activity (inc Compact Week)

### **VCS Organisational Development**

- provide capacity building support to develop VCS groups to appropriate levels of compliance for CPCT commissioning
- work in partnership with CVSIC and other organisations to build the capacity of the voluntary sector in Cambridgeshire
- alert VCS groups to relevant training to groups engaging in the health and social care agenda in Cambridgeshire
- promote and enable the achievement of appropriate quality standards for Cambridgeshire Groups
- provide annual briefings for NHS professionals on working with the VCS in Cambridgeshire

### Measures

Training Activities

Briefings etc provided

Numbers of groups achieving relevant quality standards

### General Scope

The funding to be applied at the Countywide level

The CCC/NHS recognise the merged CVS/VC in East Cambs as a model of good practice and the funding provided should be applied to include the volunteer centre as part of ECVCA.



**Schedule 2. Specific Outputs (Districts)**

For Hunts District (specification to be supplied)

For City and South Cambs (specification to be supplied)

For East Cambs (specification to be supplied)

For Fenland (specification to be supplied)

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**CABINET**

**17th June 2010**

**PERFORMANCE MANAGEMENT  
(Report by the Head of People, Performance & Partnerships)**

**1. INTRODUCTION**

- 1.1 The purpose of this report is to present to Members performance management information on “Growing Success” – the Council’s Corporate Plan.

**2. BACKGROUND INFORMATION**

- 2.1 The Council’s Corporate Plan includes short, medium and long term objectives to help achieve aims and ambitions for Huntingdonshire’s communities and the Council itself. In addition the Council identified eight of these objectives which were considered as priorities for the immediate future.

**3. PERFORMANCE MANAGEMENT**

- 3.1 Progress against all the objectives is reported to Chief Officers Management Team quarterly on a service basis. A progress report from each Division includes performance data in the form of achievement against a target for each of the objectives that those services contribute towards. This is supported by narrative on achievements, other issues or risks and budgeting information.
- 3.2 In addition, a working group appointed by the Overview & Scrutiny Panels continues to meet quarterly to monitor progress in the achievement of the Plan and to consider development issues.
- 3.3 Members of the Overview & Scrutiny Panels have an important role in the Council’s Performance Management Framework and the process of regular review of performance data has been established. In adopting Growing Success and in particular, in prioritising objectives, it was intended that Members should concentrate their monitoring on a small number of objectives to enable them to adopt a strategic view while building confidence that the Council priorities are being achieved.
- 3.4 The comments of the Overview and Scrutiny Panel’s deliberations are summarised and either appended to this report or circulated separately depending on the timing of meetings.

## **4. PERFORMANCE MONITORING**

4.1 The following performance data is appended for consideration:

**Annex A** - Performance data from services which contribute to the Council objectives. For each measure there is a target, actual performance against target, forecast performance for the next period, an indicator showing the direction of travel compared with the previous quarter and a comments field. The data is colour coded as follows:

- green – achieving or above target;
- amber – between target and an “intervention level” (the level at which performance is considered to be unacceptable and action is required);
- red – the intervention level or below; and
- grey – data not available.

**Annex B** - a summary of the achievements, issues and risks relating to the objectives, as identified by the Heads of Service.

**Annex C** - Council Improvement Plan – a rolling plan of actions identified following internal or external reviews such as the Use of Resources or Managing Performance assessments and the Annual Governance Review.

## **5. DATA QUALITY**

5.1 The appropriate Heads of Service have confirmed the accuracy of the data in the attached report and that its compilation is in accordance with the appropriate Divisions’ data measure templates. Acknowledging the importance of performance management data, a system of spot checks has been introduced to give further assurance on its accuracy.

## **6. RECOMMENDATION**

6.1 Members are recommended to;

Consider the results of performance for priority objectives.

## **BACKGROUND INFORMATION**

Performance Management reports produced from the Council’s CPMF software system

Growing Success: Corporate Plan

**Contact Officer: Howard Thackray, Policy & Research Manager**  
**☎ 01480 388035**

Community/Council Aim: Healthy Living						
Objective: To promote active lifestyles						
Division: Leisure						
Divisional Objective: To increase participation in healthy physical activities						
Key Activity(s) only to deliver service objective:		Key Measure:		Target:	Actual:	Forecast: DoT*: Comment:
Maintain and improve standard of facilities & match facility provision with usage demand (SCS measure)	Number of admissions/participants in activities provided or promoted by the Council (cumulative quarterly target)	1.75m	1.67m (R)		↓	Closure of two pools in summer, adjustment to calculation factor at Burgess Hall, severe winter
Promotion and marketing of available activities	Number of active card holders	20,250	26,559 (G)		↑	Data capture campaign Jan-Mar 2009
Division: Lifestyles						
Divisional Objective: To promote healthy lifestyle choices						
Key Activity(s) only to deliver service objective:		Key Measure:		Target:	Actual:	Forecast: DoT*: Comment:
Provide a range of accessible leisure opportunities such as: a Holiday Activity Programme for <17 yrs (SCS measure)	Total throughput of school, outreach and holiday activity Programmes (cumulative quarterly target)	4,000	4,932 (G)		↓	Annual target exceeded by 23%
Provide and facilitate arts activities directly and in partnership	Throughput of people (target 8500 per ann) experiencing arts interventions as a result of Arts Service and Partner activities during 2009/10 (cumulative quarterly target)	8,500	19,345 (G)		↔	annual target exceeded by 128%
Provide targeted schemes to enable vulnerable people to participate in physical leisure activities (inc Exercise Referral, Community Sports and Recreation Project, Community Sports Network and Active Life scheme) (SCS measure 2.1.5)	Throughput on identified schemes (cumulative quarterly target)	11,300	21,373 (G)		↔	Annual target exceeded by 89%
Provide under-represented groups with the opportunity to participate in sport and active recreation (SCS measure)	Total throughput of activity programme for disabled participants and under-represented groups (cumulative quarterly target)	1,000	2,198 (G)		↔	Annual target exceeded by 120%
Support vulnerable people to be more active, Cardiac Rehabilitation programme and Health Walks	Total throughput of the Cardiac Rehabilitation programme and Health Walks in Huntingdonshire (cumulative quarterly target)	7,560	10,020 (G)		↓	Annual target exceeded by 33%
Community/Council Aim: Housing that meets individuals needs						
Objective: To achieve a low level of homelessness						
Division: Housing						

\* Direction of Travel - shows change in performance since last quarter, where applicable

<b>Divisional Objective: To achieve a low level of homelessness</b>					
Key Activity(s) only to deliver service objective:	Key Measure:	Target:	Actual:	Forecast: DoT*: Comment:	
By helping to prevent people from becoming homeless by housing homeless people, where appropriate	(NI 156) No. of households living in temporary accommodation	45	74 (R)	↓ Significant increase - 14% - on presentations since last quarter (75 this quarter).	QRT
	The number of households prevented from becoming homeless in the year (cumulative quarterly measure)	260	357 (G)	↔ Figures are estimated and need to be confirmed as we are still checking the final number of preventions at the year end but will be no more than ±10 from this figure.	QRT
<b>Community/Council Aim: Developing communities sustainably</b>					
<b>Objective: To enable the provision of affordable housing</b>					
<b>Division: Housing</b>					
<b>Divisional Objective: To enable the provision of affordable housing</b>					
Key Activity(s) only to deliver service objective:	Key Measure:	Target:	Actual:	Forecast: DoT*: Comment:	
By maximising the land available for new affordable housing. By working in partnership with Housing Associations to bid for external funding. By making a financial contribution to pay for affordable homes to be built	(NI 155) Number of new affordable homes built by March 2010 (cumulative quarterly target) (local target)	307	316 (G)	↓ 307 Target exceeded.	QRT
<b>Division: Planning</b>					
<b>Divisional Objective: Maximise provision of affordable housing on relevant development sites</b>					
Key Activity(s) only to deliver service objective:	Key Measure:	Target:	Actual:	Forecast: DoT*: Comment:	
Develop Core Strategy and Development Control Policies DPD (to set policy framework)/Adopt Planning Obligations SPD (to set specific targets and thresholds)/Negotiate S106 Agreements (to deliver required amounts of affordable housing)	% of affordable housing (commitments) on qualifying sites (cumulative) % of housing completions on qualifying sites that are affordable in market towns and key settlements % of housing completions on qualifying sites that are affordable in smaller settlements	35 40 29	51 (G) 49.80 (G) 65 (G)	↔ ↔ ↔ As at year end March 2009. As at year end March 2009.	QRT QRT QRT

\* Direction of Travel - shows change in performance since last quarter, where applicable

<p><b>Objective</b> To promote active lifestyles</p>	<p>Achievements:</p>	<p><b>Comments from appropriate Head of Service</b> <u>Leisure Centres:</u> Huntingdon increased visits by 50k, an increase of 14%, (including 12k Impressions, 11k Fun Zone and 5k Health and Spa facility). Impressions has continued to grow by 14k to 281k (5.1%) with growth at all sites (Huntingdon 17%). Following a recent card push over 26,000 customers now have an active leisure card out of a total card holder population of 85,012 (30%). 28,000 under 18's now hold a card with exactly a quarter aged 13-17. <b>Environmental and Community Health Services:</b> All targets related to the Growing Success objective 'to promote active lifestyles' were exceeded in 2009/10. The Sport and Active Leisure Team had an agreed level of service for 2009/10. The service has exceeded targets without requiring additional funding (38523 throughput, target 23860). Sport England Rural Themed Round funding secured for Delivering Activity and Sport in Huntingdonshire (DASH) project. £234k awarded over three years (to 31 March 2013) to provide sports in rural areas.</p>
<p>To achieve a low level of homelessness</p>	<p>Issues or actions for next quarter:</p> <p>Risks:</p> <p>Achievements:</p> <p>Issues or actions for next quarter:</p>	<p><u>Leisure Centres:</u> Public admissions closed 4.4% below target and 3.8% below last years actual. Closure of two pools over summer (swimming 17k down) offer part of the explanation as does a particularly bad winter period which notably affected St Ivo Outdoor facilities for almost 10 weeks at its busiest time of year (20k admissions down), but there have been losses elsewhere with Burgess Hall admissions (now recorded more accurately) showing a 40k shortfall on previous year. Swimming closed 5% down (although over half of this will be as a result of the closures), with pool occupancy decreasing fractionally to 22.8 people/hour (from 23.1). 69% of all available courts were used (70% last year).</p> <p><b>Housing Services:</b> 90 households were prevented from becoming homeless in Q4 of the year, compared to 87 in Q4 last year (a total of 357 for 2009/10 compared to 300 for the previous year). NB. Q4 figures are estimated and need to be confirmed as we are still checking the final number of preventions for the year end. There was an overall reduction for the whole year from 164 households accepted as homeless in 2008/09 to 137 in 2009/10.</p> <p><b>Housing Services:</b> There was an increase in the number of households in temporary accommodation, from 65 households at the start of the quarter to 74 at the end. We did not achieve the target of a maximum of 45 households by the end of March 2010. This was as a result in the number of new homelessness applications where we had a duty to provide emergency temporary accommodation in the final quarter and the lack of suitable vacancies at the same time to move people into permanent housing. This target was set prior to the recession.</p>

<p><b>Objective</b></p>	<p><b>Comments from appropriate Head of Service</b>                      41 households were accepted as homeless in the last quarter compared to 35 in the same period last year.                      The project to extend Kings Ripton Court to provide training facilities and four emergency crash beds will start on site.                      A consultation draft of the Homelessness Strategy, incorporating the findings of the homelessness JSNA, will be produced.</p> <p><b><u>Housing Services:</u></b>                      Reduced provision within the private rented sector if house prices and sales increase, with more owners looking to sell rather than rent properties out. This will reduce the Council's ability to prevent homelessness by helping households into private sector tenancies.</p> <p><b><u>Housing Services:</u></b>                      Completed 136 affordable homes bringing the cumulative total for the year to 316 (above target of 307).                      Secured £530k grant for housing. Bringing the cumulative total for the year to £21m.</p> <p>Issues or actions for next quarter:</p> <p><b><u>Housing Services:</u></b>                      Availability of Homes and Communities Agency funding via the bidding process.</p> <p><b><u>Planning Services:</u></b>                      As stated previously the most obvious current risk is the potential impacts of a longer than expected downturn in the housing/development market. To date Huntingdonshire has remained 'comparatively buoyant' but the potential impacts of any further reduction in development activity could be upon levels of planning fee income, housing delivery and the scale, content and the potential viability and delivery of S106 contributions.</p>
<p>Risks:</p>	<p><b><u>Housing Services:</u></b>                      Reduced provision within the private rented sector if house prices and sales increase, with more owners looking to sell rather than rent properties out. This will reduce the Council's ability to prevent homelessness by helping households into private sector tenancies.</p>
<p>Achievements:</p>	<p><b><u>Housing Services:</u></b>                      Completed 136 affordable homes bringing the cumulative total for the year to 316 (above target of 307).                      Secured £530k grant for housing. Bringing the cumulative total for the year to £21m.</p>
<p>Issues or actions for next quarter:</p>	<p><b><u>Housing Services:</u></b>                      Availability of Homes and Communities Agency funding via the bidding process.</p>
<p>Risks:</p>	<p><b><u>Planning Services:</u></b>                      As stated previously the most obvious current risk is the potential impacts of a longer than expected downturn in the housing/development market. To date Huntingdonshire has remained 'comparatively buoyant' but the potential impacts of any further reduction in development activity could be upon levels of planning fee income, housing delivery and the scale, content and the potential viability and delivery of S106 contributions.</p>



**Community/Council Aim: A Clean, Green and Attractive Place**

**Objective: To help mitigate and adapt to climate change**

**Division: Environmental Management**

**Divisional Objective: To help mitigate and adapt to climate change**

**Key Activity(s) only to deliver service objective: Key Measure:**

Key Activity(s) only to deliver service objective: (NI 185) Green Force initiative	Key Measure:	Target:	Actual:	Forecast:	DoT*:	Comment:	QRT
	Number of Green Force meetings held in 2009/10 (target: 4 by year end)	4	4 (G)		↓		
	% of HDC Carbon Management Plan 1st year projects on track	70	90 (G)		↔	A strategic review of carbon reduction opportunities at leisure centres to be completed to identify the most appropriate carbon saving measures - This has slowed down the implementation of year 1 Projects which are predominantly based at leisure centre sites but agreed measures will be completed as stated within the carbon management plan	QRT
<b>CO</b> (NI185) Identify opportunities to reduce CO2 emissions from the Council's own operations						Projects delivering savings to date include:  Multi- Functional devices (67 Tonnes) PIR Sensors (20 Tonnes) CHP at Huntingdon ( 166 Tonnes) Green Force Scheme (49 Tonnes) Travel Plan (71 Tonnes) Voltage optimisation(28 Tonnes) Insulation works(50 tonnes)	QRT
	Tonnes of CO2 saved from year one carbon management projects (cumulative)	500	451 (A)		↓		
(NI 186) Hunts Post Green page	Deliver monthly environmental information page in Hunts Post (cumulative)	12	12 (G)		↔	Greenpages successfully delivered for the 12 months of the reporting period	QRT
(NI 188) Undertake risk-based assessment of current vulnerabilities to weather and climate changes and identify adaptation responses	Local risk based assessment complete by March 2010 to achieve level 1 of NI188 on target (1=Yes, 0 = No)	1	1 (G)		↔		QRT
(NI186) Promote energy efficiency and use of	Number of tonnes of CO2 saved through installation of energy efficiency measures and renewables in domestic properties (cumulative quarterly	700	711 (G)		↑		QRT

\* Direction of Travel - shows change in performance since last quarter, where applicable

renewable energy to householders	measure)					
(NI186) Retro fit project - procurement of Housing stock	Green House (retro fit) project - completion of building work by Jan 2010 (on target 1 = Yes, 0 = No)	1	1 (G)	↔	Tender process completed, contractors appointed launch proposed for summer 2010.	QRT
(NI186) Update existing and extend Travel Plans to all of the Council's employment sites and implement to achieve a modal shift away from single occupant car use	% of council employees travelling alone to work by car	50		N/A	Annual measure, data to follow	YRL
Complete an annual review & update of Growing Awareness a plan for our environment	Review completed 2009/10 (1 = yes, 0 = no)	1	1 (G)	↔	Review of environment strategy completed for publication in June 2010	QRT
Identify areas of joint working with stakeholders to help deliver aims of Growing Awareness.	HSP Environment Forum to meet at least twice annually (1=Yes, 0 = No)	1	1 (G)	↔	Environment forum meeting quarterly; last meeting took place 09.03.10	QRT
Oversee the implementation of the Environment Strategy projects	% of Environment Strategy Year 2 projects on target	75	80 (G)	↔	Year two funded Environment Strategy Projects 8 out of 10 on track - HDC Carbon Management Plan (on track) Sustainable Homes Retro-fit Project (on track) Huntingdonshire Nursery - Composting toilet (on track) Renewables at HDC owned Sites (on track) Schools Recycling Scheme (on track) Public Travel Information boards (being re-evaluated) Low Carbon Communities (on track) Pensioners Home Insulation Scheme (on track) Business Environmental Pledge scheme (re-evaluating through poor uptake) Green Force Environmental Awareness scheme (on track) Mayfield Road Showcase New Build (on track)	QRT
<b>Division: IMD</b>						

<b>Divisional Objective: Reduce the resources used by IMD</b>								
Key Activity(s) only to deliver service objective:		Key Measure:		Target:	Actual:	Forecast:	DoT*:	Comment:
Implement new technology to reduce power consumption	Percentage reduction in power consumed (target TBA)						N/A	We have been unable to reduce the amount of power consumed over the past year because the server virtualisation project has slipped.
Reducing number of commuting miles by sole car usage (eg working from home, car sharing, walking, cycling, use of public transport)	Number of car commuting miles saved	50,000	61,744 (G)				↑	Based on miles saved by travelling to work by any means other than sole use of car or working from home for a year between April 09 and March 2010.
<b>Division: Planning</b>								
<b>Divisional Objective: To encourage sustainable forms of development</b>								
Key Activity(s) only to deliver service objective:		Key Measure:		Target:	Actual:	Forecast:	DoT*:	Comment:
Include sustainable policies within LDF (to set a sustainable policy framework)	Core Strategy – Adherence to LDF timetable, on target to be adopted by August 2009 (1=Yes, 0=No)	1	1 (G)				↔	
<b>Community/Council Aim: Developing communities sustainably</b>								
<b>Objective: To promote development opportunities in and around the market towns</b>								
<b>Division: People, Performance &amp; Partnerships</b>								
<b>Divisional Objective: To promote development opportunities in and around the market towns</b>								
Key Activity(s) only to deliver service objective:		Key Measure:		Target:	Actual:	Forecast:	DoT*:	Comment:
Deliver LES Physical Infrastructure Development activities in the Sustainable Economic Development service plan	% of Physical Infrastructure Development activities on track	90	90 (G)				↓	
<b>Division: Planning</b>								
<b>Divisional Objective: To promote development opportunities in and around the market towns</b>								
Key Activity(s) only to deliver service objective:		Key Measure:		Target:	Actual:	Forecast:	DoT*:	Comment:
Develop strategic policy to promote well being of our market towns	Adoption of Core Strategy on target to be adopted by August 2009 (1=Yes, 0=No)	1	1 (G)				↔	

\* Direction of Travel - shows change in performance since last quarter, where applicable

<p><b>Objective</b></p> <p>To help to mitigate and adapt to climate change</p>	<p><b>Comments from appropriate Head of Service</b></p> <p><b>Environmental Management:</b></p> <p>Carbon Management Plan: Salix bid for 150k for 15 small to medium scale HDC projects successful.</p> <p>Local energy efficiency events/promotions ongoing: Energy saving campaign 'Watts Going Down has been rolled out to other Parishes (e.g. Somersham).</p> <p>Various energy efficient lighting schemes ongoing for internal and external clients (e.g. car parks/cycleways).</p> <p>Leisure roofing/insulation schemes ongoing (Sawtry, St Ivo, Ramsey and Huntingdon).</p> <p>Leisure centre condition survey/renewables opportunity study out to tender (partnership working with Leisure/Env Mgt and Renewables East to agree way forward looks at carbon/efficiency savings over the duration of the Carbon Management Plan).</p> <p>St Neots energy briefings for Town/District/County members/other key players (power companies).</p> <p>Development of climate change adaptation work with Environment Agency and County (NI 188). A Local Climate Impact Profile has been developed and will help define cost of climate change threats to HDC services.</p> <p>A series of meetings with internal service areas have been undertaken to establish risks to services e.g. leisure. HDC is at the forefront of Districts working in this area.</p>
<p>Issues or actions for next quarter:</p>	<p><b>Environmental Management:</b></p> <p>Undertake strategic overview/audit of energy and water management usage in Leisure Centres and develop options for low carbon infrastructure.</p> <p>Develop next stage of project linked to LCDI for St Neots (Low Carbon Development Initiative)</p> <p><b>IMD:</b></p> <p>We have been unable to reduce the amount of power consumed over the past year because the server virtualisation project has slipped. An external advisor will be engaged to assist with procurement of virtualisation solution.</p>
<p>Risks:</p>	<p><b>Environmental Management:</b></p> <p>Failure to 'green' facilities strategy/influence other services on low carbon agenda means higher long term costs (e.g. energy bills).</p> <p>LCDI project for St Neots (Low Carbon Development Initiative) fails to materialise. Loss of circa 300k potential funding for de-risking energy/renewables initiatives. Limited internal capacity to deliver this work.</p> <p>Focus on immediate efficiency savings for Leisure Service means lack of focus on longer term low carbon agenda/ longer term cost savings. Lack of project management/technical experience in Leisure means projects in-appropriately implemented. Risk currently being reduced by partnership working and development of new condition survey/renewables study.</p>

<b>Objective</b>	<b>Comments from appropriate Head of Service</b>	
To promote development opportunities in and around the market towns	<p>Achievements:</p> <p><b><u>Planning:</u></b> The Huntingdon West Area Action Plan and other planning policies are all now progressing through the applicable statutory consultation stages and the on-going statutory submission and examination processes.</p>	<p><b><u>People, Performance &amp; Partnerships:</u></b></p> <p><b><u>Planning:</u></b> It is anticipated that we may receive several highly significant 'applications' in relation to potential large scale retail developments in Huntingdon Town Centre in the next few months. These 'highly complex' applications will give rise to considerable processing issues – in terms of the particular planning issues, the need for appropriate specialist inputs and with regard to formulation of the applicable legal agreements.</p>
	<p>Issues or actions for next quarter:</p>	
	<p>Risks:</p>	

Community/Council Aim: To improve our systems and practices				
Objective: Effective partnership				
<b>Division: People, Performance &amp; Partnerships</b>				
<b>Divisional Objective: Develop, adopt and support the delivery of a sustainable community strategy for Huntingdonshire</b>				
Key Activity(s) only to deliver service objective: Key Measure:	Target:	Actual:	Forecast:	DoT*: Comment:
Ensure an appropriate performance management system for the Sustainable Community Strategy and provide policy support for this process	100	100 (G)		↑
% of thematic groups reviewing their performance and delivery				
Regular reports on the performance of thematic groups are submitted to the HSP Executive and Board (1=yes, 0=no)	1	1 (G)		↔
<b>Divisional Objective: Effective partnership framework</b>				
Key Activity(s) only to deliver service objective: Key Measure:	Target:	Actual:	Forecast:	DoT*: Comment:
Develop, implement and monitor strategic/operational partnership review programme	1	1 (G)	1	↔
Partnership review programme on target (1=yes, 0=no)				Report on LSP thematic groups to COMT May 2010
<b>Community/Council Aim: To learn and develop</b>				
<b>Objective: To be an Employer People Want to Work For</b>				
<b>Division: People, Performance &amp; Partnerships</b>				
<b>Divisional Objective: To attract and retain staff</b>				
Key Activity(s) only to deliver service objective: Key Measure:	Target:	Actual:	Forecast:	DoT*: Comment:
Promoting from within wherever possible	33	62 (G)		↔
Recruitment package	90	100 (G)		↑
Retaining and releasing employees appropriately	80	100 (G)		↑
Successful wellbeing initiatives which are improving attendance rates	10	2.23 (G)		↔
% attendance of HDC employees a rolling 12 month average. Target based on CIPD for public sector employees.	96	98.25 (G)		↓
<b>Community/Council Aim: To maintain sound finances</b>				
<b>Objective: Maximise business and income opportunities including external funding and grants</b>				
<b>Division: Leisure</b>				
<b>Divisional Objective: Maximise leisure centre income</b>				
Key Activity(s) only to deliver service objective: Key Measure:	Target:	Actual:	Forecast:	DoT*: Comment:
Maintain expenditure within budget	£6.49m	£6.45m (G)		↔
Maximise leisure centre income	£5.16m	£4.79m (R)		↓
Actual expenditure compared to budget (cumulative quarterly target)				
Actual income received compared to budget (cumulative quarterly target)				Excludes school income

\* Direction of Travel - shows change in performance since last quarter, where applicable

<b>Division: People, Performance &amp; Partnerships</b>						
<b>Divisional Objective: To be aware of appropriate funding opportunities and communicate to the appropriate service</b>						
Key Activity(s) only to deliver service objective:		Key Measure:				
Target:	Actual:	Forecast:	DoT*:	Comment:		
Co ordinate and maintain a system of internal control via External Funding strategy, liaise with appropriate officers, provide funding advice and assistance in compilation of bids as required	70	59 (A)	59	↑	22 submitted of which 13 were successful, 7 unsuccessful, 1 awarded but declined and one as yet still waiting outcome	
% of bids which attract funding (year to date)	90	90 (G)		↑	QRT	
% of External Funding actions on track					QRT	

\* Direction of Travel - shows change in performance since last quarter, where applicable

<p><b>Objective</b> To enable effective partnerships</p>	<p>Achievements:</p>	<p><b>Comments from appropriate Head of Service</b> <b>People, Performance &amp; Partnerships:</b> Report on progress with the Partnership Review and Evaluation programme has been submitted to COMT. This focuses on the Huntingdonshire Strategic Partnership's Board, Executive and thematic groups, with the remaining five strategic partnerships and 12 operational partnerships on track to be reviewed by June 2010.</p>
	<p>Issues or actions for next quarter:</p>	
	<p>Risks:</p>	<p><b>People, Performance &amp; Partnerships:</b> Local Public Service Agreement (LPSA) funding - Quarter 4 (Oct-Dec 09) and 5 (Jan-Mar 10) returns are awaiting sign off by Section 151 Officer and monies have not been distributed. Concerns have been raised on 'signing off' funded projects where the Council is the lead but the project is operated and expenditure incurred by a third party (eg. County Council or the Regional College).</p>
<p>To be an employer people want to work for</p>	<p>Achievements:</p>	<p><b>People, Performance &amp; Partnerships:</b> HR Team now fully staffed with Kiran Hans joining the team as new HR Advisor in January. Successful learning and development day held to promote training opportunities within the Council.</p>
	<p>Issues or actions for next quarter:</p>	<p><b>People, Performance &amp; Partnerships:</b> We continue to advertise vacancies both internally and externally however there has been a significant increase in fixed term posts of one year funded externally which may deter internal applications in the current economic climate thus affecting the internal promotions as a percentage of all vacancies filled.</p>
<p>To maximise business and income opportunities including extended funding and grants</p>	<p>Risks:</p>	
	<p>Achievements:</p>	<p><b>Leisure Centres:</b> Note that end of year is not closed down and there will be some minor amendments to the figures reported. Income successes have been achieved with the new facilities at Huntingdon, Burgess Hall (£20k up on target and £30k up on previous year), and Impressions (£65k up on previous year). Profit margins on bars and all varieties of catering are on or above target and overall recovery rate is now 85% compared to 77% at the same stage last year. Centres have, where possible, rationalized costs and made concerted savings efforts. As a result, expenditure is 3.3% saved on budget. Employee costs have recorded savings against target and this has helped balance the income shortfall. Staff costs overall have risen by a fraction over 2% during the year. Premises expenditure has reduced. <b>People, Performance &amp; Partnerships:</b> Produced an External Funding Protocol to help officers put together successful bids and manage partner and community expectation. Assisted the sourcing of sponsors (for goods/services/support) for the Green House project.</p>



<b>Objective</b>	<b>Comments from appropriate Head of Service</b>
<p>Issues or actions for next quarter:</p>	<p><b><u>Leisure Centres:</u></b>                      Income is down by 7.1% on target and reflects the economic climate throughout the country although shortfall was over 9% at end of Q2. All areas of the centres have been hit with hospitality and indoor activities being particularly affected.                      Of particular note is income received from schools (£412k against a target of £569k, a shortfall of £157k). Problems with allocation of funds from County to schools appear to be resolved, however, and the forecast is better for the coming year.                      Hospitality (bars and catering) income dropped by over £65k across the board (partly due to the closure of St Neots bar/café for the second half of the year to accommodate the refurbishment).                      Proposing and developing solutions to address/arrest growth in wage/salary costs is currently a key issue.  <b><u>People, Performance &amp; Partnerships:</u></b>                      Limited capacity to provide external funding advice in the short term following the recent resignation of Policy Officer (providing maternity leave cover for the External Funding Officer).</p>
<p>Risks:</p>	

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## Improvement Plan

(Note: the Council's Improvement Plan is updated and monitored frequently to reflect the development areas adopted through external inspection and compliance with statutory guidance.)

In progress

Completed

Subject	Area of Focus	Reference	Proposed Action	Outcome	Lead Members and Officer	Progress as at March 2010
Natural Resources	The Council should ensure that information and analysis about its environmental footprint is made publicly available.	Use of Resources 2007/08			Head of Environmental Services	The report will be delayed until June 2010 this will allow data to be collected up to March 2010 and comparisons between 2008/09 and 2009/10 to be made.
Governance	Procurement	Governance Assurance framework (AGS Sept 2009)	improve the level of compliance of the Code of Procurement	level of compliance improved – no breaches of the code	Head of Financial Services	Review of suppliers/groups- categories currently being undertaken. (see Use of Resources below)
	Huntingdonshire Strategic Partnership Evaluation	Governance Assurance framework (AGS Sept 2009)	Consideration will be given to how the Audit Commission guidance to help in the assessment of the Governance arrangements can be implemented in conjunction with the Councils own Partnership framework	Improved partnership working	Member: Andrew Hansard and Head of People, Performance and Partnerships	A six monthly update reported to the March 2010 meeting of the Corporate Governance Panel
	Audit recommendations	Governance Assurance framework (AGS Sept 2009)	maintain focus on service performance in order to improve the rate of improvement and tackle areas of comparative under performance; and Develop a stronger focus on outcomes measures.	Improved performance and better outcome measures	Member: Andrew Hansard and Head of People, Performance and Partnerships	Review of the Councils corporate plan Growing Success undertaken including improved measure and targets. The changes were approved by Cabinet in April 2010
	Scrutiny Report	Governance Assurance	to ensure an Overview and Scrutiny annual		Member: Andrew	The Scrutiny Annual report will be produced

Subject	Area of Focus	Reference	Proposed Action	Outcome	Lead Members and Officer	Progress as at March 2010
Financial planning	Demonstrating the Outcomes from Stakeholder Engagement in Financial Planning	Use of Resources 2008/09	We have undertaken and continue to undertake consultation on the priorities for Huntingdonshire. The council will continue to do this and develop its engagement		Head of People, Performance and Partnerships and Head of Financial Services	"Voice your choice" – participatory budgeting pilots undertaken summer 2009. Neighbourhood Forums commenced. A survey on access to service undertaken via District Wide in Jan 2010
	Using Service Reviews to Challenge Service Delivery	Use of Resources 2008/09	The Council has embarked on a two-fold transformation programme "Balancing the budget, securing our future" this is the council's long term plan to achieving savings and efficiencies whilst still maintaining or improving essential and priority services	understanding of costs and performance and achieve efficiencies in its activities	Directors of Central Services and Commerce and Technology	Savings and efficiencies have been identified for 2010/2011 in the Financial strategy, Medium Term Plan 2011 to 2015 and 2010/2011 Budget, reported to Members in February 2010
Financial reporting	Improving the Annual Accounts Review Process	Use of Resources 2008/09	We will strengthen the processes for reviewing our financial statements prior to their approval.	financial reporting is timely, reliable and meets the needs of internal users, stakeholders and local people	Head of Financial Services	Improvements to be included in the 2009/2010 closedown programme
Financial reporting	Demonstrating External Accountability	Use of Resources 2008/09	We will publish all the information that would be included in an Annual report periodically in District Wide, the Council's magazine distributed to all households in the	Residents and stakeholders more aware via Council annual report	Head of People, Performance and Partnerships and Head of Financial	The content of an annual report is being considered. An electronic version of an annual report will be prepared in the summer of 2010 which covers the financial year

Subject	Area of Focus	Reference	Proposed Action	Outcome	Lead Members and Officer	Progress as at March 2010
Commissioning and procurement	Improving Strengthening procurement processes and contract management	Use of Resources 2008/09	Directors of Central Services and Commerce and Technology have undertaken to report back the Corporate Governance Panel on compliance with the Code and the Council has initiated improvements to the procurement process.	Compliance with the code of procurement	Directors of Central Services and Commerce and Technology	The action plan agreed by the Corporate Governance Panel is on target and a revised procurement strategy is in draft and is due to be completed in April 10
Use of data	Look to integrate our financial and non-financial performance reporting	Use of Resources 2008/09	An exercise by Heads of Service to breakdown their budgets by Corporate objective has been undertaken. This has been reported to Members of the Corporate Plan working group at the same time as they consider the quarterly performance reports. Further consideration will be given as to how we can integrate performance reports.	Integrated financial and performance reports	Head of Financial Services and Head of People, Performance and Partnerships	Budget split by corporate objective reported to corporate plan working group (Sept and Nov 09) along with performance data relating to corporate objectives. Further integrated budget/performance reporting being considered.

Subject	Area of Focus	Reference	Proposed Action	Outcome	Lead Members and Officer	Progress as at March 2010
Data quality	Spot-checking Performance Indicators	Use of Resources 2008/09	<p>Managers will be reminded of the need to spot check their data and confirm this has been done. Other spot checks will be undertaken as part of the general service or reviews by internal Audit as and when appropriate.</p> <p>The quarterly performance reports to COMT and O &amp; S and Cabinet now include a statement from the Head of Service confirming that the data has been collected in accordance with the appropriate Divisions' data measure templates</p>	Accurate, consistent data	Head of People, Performance and Partnerships	<p>H of S requested to nominate an officer to undertake spot checks. The results to be included in the February quarterly performance reports.</p> <p>From Sept 09 all quarterly reports to COMT, Overview and Scrutiny and Cabinet include a statement on the quality of the data from the appropriate Head of Service</p>
Promote and demonstrate the principles and values of good governance	Demonstrating Outcomes from Partnership arrangements and their effectiveness	Use of Resources 2008/09	District Wide will contain articles on Partnership achievements	Residents and stakeholders aware of Partnership achievements	Head of People, Performance and Partnerships	<p>Articles were published in the winter 2008 edition of District Wide relating to LPSA partnership funding. Further articles relating to partnership achievements are planned for the January 2010 edition</p>
Workforce planning	Long-term workforce planning linked to corporate and business planning	Use of Resources 2008/09	This is being addressed via the review of and delivery of the HR strategy.	Strategic approach to workforce planning	Head of People, Performance and Partnerships	<p>HR strategy to Employment Panel 9<sup>th</sup> Dec. Implementation plan put into action from Jan 2010</p>

**PERFORMANCE MANAGEMENT  
(Report by the Overview and Scrutiny Panels)**

**1. INTRODUCTION**

- 1.1 The Overview and Scrutiny Panels for Social Well-Being, Environmental Well-Being and Economic Well-Being met on 1st, 8th and 10th June 2010 respectively to consider a report by the Head of People, Performance and Partnerships on the Council's performance against its priority objectives. This report sets out the Panels' views on the performance levels achieved.

**2. COMMENTS**

- 2.1 The Overview and Scrutiny Panels have endorsed the comments of the Corporate Plan Working Group. These comments are reflected in the following paragraphs.

**Social Well-Being**

- 2.2 The Social Well-Being Panel's attention has been drawn to the number of admissions/participants in activities provided or promoted by the Council at its Leisure Centres, which has not achieved the end of year target. It has been noted that the closure of the two pools over the summer, adverse weather conditions during the winter period and the means by which admissions to the Burgess Hall facility are calculated might all be contributory factors to the shortfall. With regard to the latter, Members have queried why admissions to the Burgess Hall facility are being recorded under this key measure as admissions from the facility do not appear to contribute towards the objective "to increase participation in healthy physical activities". Comment also has been made on the need to ensure that admissions from the Leisure Centres are recorded separately from those to the Burgess Hall and in so doing, it has been confirmed that from 2010 onwards, no figures for the Burgess Hall will be included within this indicator.
- 2.3 The Social Well-Being Panel has questioned whether realistic targets have been set for the key measures relating to "throughput of people experiencing arts interventions as a result of Arts Service and Partner activities during 2009/10", "throughput on identified schemes" and "total throughput of activity programme for disabled participants and under-represented groups" given that they have exceeded annual targets by 128%, 89% and 120% respectively. With regard to the "throughput on identified schemes" measure, it has been confirmed that although a range of schemes are involved, the main factors are an extension of funding from the Community Sports Network pilot and increased publicity for the Active at 50 project, which have resulted in both additional activities being held over the year and an increased number of participants to these schemes. In respect of the "total throughput of activity programme for disabled participants and under-represented groups" measure, it has been reported that this was attributed to the increased popularity of activities being offered to disabled and under-represented groups. Additionally, it has been reported that these measures all contribute towards countywide indicators.

- 2.4 Members' attention has been drawn to an amendment to the actual figure recorded for the key measure relating to the "number of households living in temporary accommodation". The figure has been amended from 91 to 74 following a data quality audit. In response to requests, it has been confirmed that the target for this measure will be 65 for the 2010/11 year. Having sought clarification on the types of accommodation available, Members have noted that Bed and Breakfast, self contained flats and rooms with shared kitchen and bathroom facilities, self contained properties which are let by housing association partners, refuges for women fleeing domestic violence and supported housing schemes for both single young people, lone parents and lone young parents all comprised the types of temporary accommodation offered by the Council. Having queried whether an upper limit on the number of households living in temporary accommodation has been set, it has been reported that as the use of temporary accommodation is a legal duty, the Council can not set an upper limit on the number of households placed in temporary accommodation.
- 2.5 In respect of the "% of housing completions on qualifying sites that are affordable in market towns and key settlements" and the "% of housing completions on qualifying sites that are affordable in smaller settlements" it has been reported to Members that the March 2010 figures will be available in December 2010, following a survey undertaken by the County Council.

#### **Environmental Well-Being**

- 2.6 The Environmental Well-Being Panel has noted that the target for the key measure relating to the "tonnes of CO2 saved from year one carbon management projects" has not been achieved. Members have been advised that this can be attributed to the fact that not all the Leisure Centres have installed new combined heat and power systems as originally planned. At present, only the Huntingdon facility has the system installed and a decision has been made to review the system before rolling it out to the other Leisure Centres.
- 2.7 Members' attention has been drawn to the lower than anticipated reduction the amount of power consumed over the past year is because the server virtualisation project has slipped. Members have raised concerns over the engagement of an external advisor to assist with the procurement process. The Panel has been assured that the Corporate Plan Working Group will closely monitor the usage of external consultants and their associated cost implications.

#### **Economic Well-Being**

- 2.8 The Economic Well-Being Panel has received clarification regarding the fact that the Burgess Hall is £20k up on target and £30k up on the previous year yet hospitality income has dropped by £65k across the board. While the former concerns events income, the latter relates to bars and catering income. The Working Group also has received a brief statement on the role of the Bars and Catering Manager at St Ivo. Members have decided that the reported financial performance requires further investigation.
- 2.9 Comment also has been made that, at 10%, the target relating to staff turnover is too high and that something in the order of 7% would be more



appropriate. At the same time it is recognised that an actual figure of 2.23% is a positive performance.

### **3. THE CORPORATE PLAN WORKING GROUP**

- 3.1 Prior to the meetings of the Overview and Scrutiny Panels, the Corporate Plan Working Group met to discuss various scrutiny matters that were outstanding from previous meetings of both the Working Group and Panel meetings. These include a review of non-priority targets in Growing Success and an update on the Place Survey. In respect of the former, a revised Corporate Plan will be circulated electronically to Members over the next few weeks and a comprehensive review will be undertaken later in the year. With regard to the latter, the Social Well-Being previously had requested an update on further research, which had been planned in order to understand better the findings of the Place Survey. It has been reported however, that as the other authorities in the County have decided not to continue with plans to engage focus groups for this purpose, this work will no longer be undertaken. The fact that the next Place Survey will begin in September 2010 has also had some bearing upon this decision.
- 3.2 At the same meeting, the Working Group has been advised that the Overview and Scrutiny Panels' recommendation in respect of the Council's expenditure on consultants had been considered and noted by the Cabinet. The Working Group has indicated that they intend to undertake further work on this subject. Members wish to satisfy themselves that the use of consultants is subject to appropriate controls, management and justification. Whilst it has been acknowledged that the use of some consultants can add value to the work of the Council, Members are of the view that this might provide an opportunity to identify future savings required by the Council. It is further intended to include any work that is outsourced by the Council in this work.
- 3.3 The Working Group will discuss to proceed with its investigations into the Council's budget at its next meeting.

### **4. CONCLUSION**

- 4.1 All three Overview and Scrutiny Panels have expressed satisfaction with the performance levels that the Council has achieved. The Cabinet is invited to consider the Panels' comments as part of its deliberations on the report by the Head of People, Performance and Partnerships.

### **BACKGROUND INFORMATION**

Corporate Plan Working Group Notes of the meeting held on 25th May 2010.

Minutes and Reports of the meetings of the Overview and Scrutiny Panel (Social Well-Being) on 1st June 2010, Overview and Scrutiny Panel (Environmental Well-Being) on 8th June 2010 and the Overview and Scrutiny Panel (Economic Well-Being) on 10th June 2010.

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**REPRESENTATION ON ORGANISATIONS  
(Report by the Head of Democratic & Central Services)**

**1. INTRODUCTION**

- 1.1 The Council's representation on a variety of organisations and partnerships is reviewed annually. Listed in the attached schedule are those organisations/partnerships to which the Council appoints representatives for 2010/11: Part 1 refer to partnerships and Part 2 to general external bodies/groups.
- 1.2 A rolling review of partnerships – primarily to ensure that they have appropriate governance and contribute to Council or community objectives – is in place. For appointments to organisations, following the review of the Council's democratic structure a number of changes have been introduced including cross party consultation and the compilation of additional information from organisations as to their aims and any implications of representation. External organisations are requested also to provide an induction process for newly appointed members.

**2. RECOMMENDATIONS**

- 2.1 The Cabinet are therefore invited to make their nominations where required to the organisations referred to in the schedule appended hereto.
- 2.2 In the event that changes or new appointments are required to the District Council's representation during the course of the year, the Chief Executive, after consultation with the Deputy Leader and Vice-Chairman of the Cabinet, be authorised to nominate alternative representatives as necessary.

**BACKGROUND PAPERS**

File held in the Administration Division of the Central Services Directorate.

**Contact Officer:** Helen Taylor, Senior Democratic Services Officer  
(01480) 388008

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REPRESENTATION ON ORGANISATIONS 2010/11

Part 1

PARTNERSHIPS	Nominating/ Appointing Panel	Approx No. of Meetings Per Annum	Allowance Payable S – Subsistence T - Travelling	Representative(s) 2009/2010	Representative(s) 2010/2011	HDC Contact Officer	Reason for Deletion
Cambridgeshire Health, Well-Being & Supporting People Member Group	Cabinet			Cllr K J Churchill (Deputy: Cllr L M Simpson	Cllr K J Churchill (Deputy: Cllr L M Simpson	Partnership Manager ☎ 388495	
Cambridgeshire Horizons	Cabinet	6	S & T	Cllr I C Bates	Cllr I C Bates	Director of Central Services ☎ 388002	
Cambridgeshire Museums Advisory Partnership	Cabinet	1 (AGM)	S & T	Cllr J E Garner	<del>Cllr J E Garner</del>	Arts and Cultural Services Manager ☎ 388057	Not essential
Cambridgeshire Older People's Partnership Board	Cabinet	4	S & T	Cllr R West	Cllr R West	Head of Housing ☎ 388240	
Cambridgeshire Stronger and Safer Member Group				Cllr K J Churchill	Cllr A Hansard	Head of Environmental and Community Health ☎ 388280	
Children's Trust for Huntingdonshire	Cabinet	8	S & T	Cllr A Hansard	Cllr K J Churchill	Partnership Manager ☎ 388495	
Consultation on Treasury Matters	Cabinet			Cllrs J A Gray, T V Rogers and L M Simpson	Cllrs J A Gray, T V Rogers and L M Simpson	Head of Financial Services	
County Advisory Group for Archives & Local Studies	Cabinet			Cllr J E Garner	Cllr J E Garner	Arts and Cultural Services Manager ☎ 388057	Not essential
Great Fen Project Steering Group	Cabinet	11	S & T	Cllr D B Dew and Cllr J A Gray	Cllr D B Dew	Director of Environmental and Community Services ☎ 388301	
Greater Cambridge Partnership Board	Cabinet	4/5	S & T	Cllr I C Bates	Cllr I C Bates	Head of People, Performance & Partnerships	

PARTNERSHIPS	Nominating/ Appointing Panel	Approx No. of Meetings Per Annum	Allowance Payable S – Subsistence T - Travelling	Representative(s) 2009/2010	Representative(s) 2010/2011	HDC Contact Officer	Reason for Deletion
Huntingdonshire Local Strategic Partnership – Children and Young People	Cabinet	6	S & T	Cllr A Hansard	Cllr K J Churchill	Partnership Manager ☎ 388495	
Economic Prosperity and Skills		8		Cllr A Hansard	Cllr K J Churchill	Head of People, Performance & Partnerships ☎ 388264	
Environment Forum		3		Cllr C R Hyams	Cllr C R Hyams	Partnership Manager ☎ 388495	
Growth & Infrastructure		4		Cllr D B Dew	Cllr D B Dew	Head of Environmental and Community Health ☎ 388280	
Health and Well-Being				Cllr K J Churchill	Cllr A Hansard	Head of Environmental and Community Health ☎ 388280	
Inclusive, Safe & Cohesive Communities Group		3		Cllr K J Churchill	Cllr A Hansard	Head of Environmental and Community Health ☎ 388280	
Huntingdonshire Strategic Partnership Board	Cabinet	4/5 various locations – hosted by main partners	S & T	Cllr I C Bates (Deputy: Cllr L M Simpson)	Cllr I C Bates (Deputy: Cllr L M Simpson)	Partnership Manager ☎ 388495	
Local Area Agreement Board for Cambridgeshire	Cabinet	6	S & T	Leader of the Council	Leader of the Council	Director of Central Services ☎ 388002	
Neighbourhood Management Group - Eynesbury	Cabinet	6	S & T	Cllr A Hansard	Cllr A Hansard	Community Initiatives Manager ☎ 388377	
North Huntingdon (including the Oxmoor SRB Project Area and additional targeted areas in the North & East Huntingdon)		6	S & T	Cllrs J J Dutton and L M Simpson	Cllrs J J Dutton and L M Simpson	Community Initiatives Manager ☎ 388377	
Ramsey (including Bury and Upwood)		6	S & T	Cllr. Swales	Cllr. Swales	Community Initiatives Manager ☎ 388377	

PARTNERSHIPS	Nominating/ Appointing Panel	Approx No. of Meetings Per Annum	Allowance Payable S – Subsistence T - Travelling	Representative(s) 2009/2010	Representative(s) 2010/2011	HDC Contact Officer	Reason for Deletion
Neighbourhood Forums (formerly– Neighbourhood Policing Panels)	Cabinet	4	S & T	Cllr T D Sanderson	Cllr T D Sanderson	Head of Environmental and Community Health ☎ 388280	
Huntingdon							
North-West Huntingdonshire							
Ramsey							
St Ives							
St Neots	4	Cllr A N Gilbert	Cllr B S Chapman	Head of Environmental and Community Health ☎ 388280			
Recycling in Cambridgeshire and Peterborough Board (formerly Waste Management and Environment Forum)	Cabinet	6	S & T	Cllr C R Hyams	Cllr C R Hyams	Head of Operations ☎ 388635	
Supporting People Joint Member Group	Cabinet	4	S & T	Cllr K J Churchill	Cllr A Hansard	Head of Housing Services ☎ 388240	

## Part 2

ORGANISATION	Nominating/ Appointing Panel	Approx No. of Meetings Per Annum	Allowance Payable S – Subsistence T - Travelling	Representative(s) 2009/2010	Representative(s) 2010/2011	HDC Contact Officer	Reason for Deletion
Arts Forum for Cambridgeshire and Peterborough	Cabinet	2	S & T	Cllr J A Gray and Head of Environmental & Community Health (Substitute: Cllr L M Simpson)	Cllr J A Gray and Head of Environmental & Community Health (Substitute: Cllr L M Simpson)	Arts and Cultural Services Manager ☎ 388057	Forum no longer operates
Cambridgeshire Chambers of Commerce – Huntingdonshire Area	Cabinet		S & T	Cllr A Hansard	Cllr K J Churchill	Head of People, Performance & Partnerships	
Cromwell Museum Management Ctee	Cabinet	2	S & T	Cllrs M G Baker and Mr J Morgan	Cllrs M G Baker and Mr J Morgan	Arts and Cultural Services Manager ☎ 388057	
DIAL Druglink	Cabinet	6	S & T	Cllr Mrs M J Thomas	Cllr Mrs M J Thomas	Head of Environmental and Community Health ☎ 388280	
East of England – Leaders Board	Cabinet	6	S & T	n/a	Leader of the Council	Director of Central Services ☎ 388002	

ORGANISATION	Nominating/ Appointing Panel	Approx No. of Meetings Per Annum	Allowance Payable S – Subsistence T - Travelling	Representative(s) 2009/2010	Representative(s) 2010/2011	HDC Contact Officer	Reason for Deletion
East of England – Regional Assembly	Cabinet	6	S & T	Cllr I C Bates (Substitutes: Cllrs D B Dew and L M Simpson and Cllr G Harper {Leader of Fenland District Council})	Cllr I C Bates (Substitutes: Cllrs D B Dew and L M Simpson and Cllr G Harper {Leader of Fenland District Council})	Head of Environmental and Community Health ☎ 388280	
Envar Ltd, St Ives Composting Facility – Site Liaison Forum	Cabinet		S & T	Cllr M F Newman	Cllr M F Newman	Head of Environmental and Community Health ☎ 388280	
Home Improvement Agency – Advisory Committee	Cabinet	4/5	S & T	Cllr K J Churchill	Cllr A Hansard	Head of Housing Services ☎ 388240	
Huntingdon Business Against Crime	Cabinet	4	S & T	Cllr J M Sadler	Mr J M Sadler	Head of Housing Services ☎ 388240	
Huntingdon Freeman's' Charity	Cabinet	11	S & T	Mr J D Fell	Mr J D Fell (until 10.05.14)	Head of Democratic and Central Services ☎ 388003	
Huntingdonshire Citizens' Advice Bureau****	Cabinet	General Meeting – 4 Trustee Board – 12	S & T	Cllr T V Rogers (General Meeting) and Cllr R G Tuplin (Trustee Board)	Cllr T V Rogers (General Meeting) and Cllr T D Sanderson (Trustee Board)	Community Initiatives Manager ☎ 388377	
Huntingdonshire Federation of Volunteer Bureaux	Cabinet	4	S & T	Cllr J M Sadler	Mr J M Sadler	Community Initiatives Manager ☎ 388377	
Huntingdonshire Flood Forum	Cabinet	2	S & T	Cllr D B Dew	Cllr D B Dew	Project and Assets Manager ☎ 388383	
Huntingdonshire Informal Adult Learning formerly Huntingdonshire Personal Community Development Learning	Cabinet	6	S & T	Cllr L M Simpson	Cllr L M Simpson	Head of People, Performance and Partnerships ☎ 388264	
Huntingdonshire Volunteer Centre	Cabinet	5 & AGM	S & T	Cllr D Harty	Cllr D Harty	Community Initiatives Manager ☎ 388377	



ORGANISATION	Nominating/ Appointing Panel	Approx No. of Meetings Per Annum	Allowance Payable S – Subsistence T - Travelling	Representative(s) 2009/2010	Representative(s) 2010/2011	HDC Contact Officer	Reason for Deletion
Internal Drainage Boards – Alconbury and Ellington	Cabinet	4	S & T	Cllrs K M Baker, M G Baker, L M Simpson Messrs C Allen and E K Heads	Cllrs K M Baker, M G Baker, L M Simpson Messrs C Allen and E K Heads	Project and Assets Manager ☎ 388383	
Benwick		2	S & T	Mr I Lack	Mr I Lack	Project and Assets Manager ☎ 388383	
Bluntisham		2	S & T	Mr I Lack	Mr I Lack	Project and Assets Manager ☎ 388383	
Conington and Holme		1/2	S & T	Cllrs P G Mitchell and J S Watt together with Mr C Allen	Cllrs P G Mitchell and J S Watt together with Mr C Allen	Project and Assets Manager ☎ 388383	
Ramsey First (Hollow)		2	S & T	Mr I Lack	Mr I Lack	Project and Assets Manager ☎ 388383	
Ramsey Fourth (Middle Moor)		2	S & T	Cllr P A Swales and Mr I Lack	Cllr P A Swales and Mr I Lack	Project and Assets Manager ☎ 388383	
Ramsey, Upwood and Great Raveley		4	S & T	Cllrs J T Bell and P A Swales and Mr C Allen	Cllrs P A Swales and P L E Bucknell and Mr C Allen	Project and Assets Manager ☎ 388383	
Sawtry		1	S & T	Cllrs J E Garner and R G Tuplin, Mr C Allen, *** Chairman of Sawtry Parish Council and Mrs J Day	Cllrs R G Tuplin and D Tysoe, Mr C Allen, *** Chairman of Sawtry Parish Council and Mrs J Day	Project and Assets Manager ☎ 388383	
Sutton and Mepal		2	S & T	Mr I Lack	Mr I Lack	Project and Assets Manager ☎ 388383	
The Ramsey		4	S & T	Cllrs E R Butler, P A Swales and Mr I Lack	Cllrs E R Butler, P A Swales and Mr I Lack	Project and Assets Manager ☎ 388383	
Warboys, Somersham and Pidley		4	S & T	Cllrs P M D Godfrey, M F Newman and Mr I Lack	Cllrs P M D Godfrey, M F Newman and Mr I Lack	Project and Assets Manager ☎ 388383	
Whittlesey	4	S & T	Mr C Allen	Mr C Allen	Project and Assets Manager ☎ 388383		
Woodwalton	1/2	S & T	Cllr J T Bell	Cllr M F Newman	Project and Assets Manager ☎ 388383		
Little Gransden Aerodrome Consultative Committee	Cabinet	2	S & T	Cllr R J West	Cllr R J West	Head of Planning Services ☎ 388400	
Local Government Association – Rural Commission	Cabinet	2	S & T	Cllr K M Baker	Cllr K M Baker	Director of Central Services ☎ 388002	

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ORGANISATION	Nominating/ Appointing Panel	Approx No. of Meetings Per Annum	Allowance Payable S – Subsistence T - Travelling	Representative(s) 2009/2010	Representative(s) 2010/2011	HDC Contact Officer	Reason for Deletion
Luminus Homes Group *	Cabinet	8	S & T	Cllrs M G Baker, Mrs M Banerjee, and P K Ursell, Mr K Stukins and Mr K Walters	Cllrs M G Baker, Mrs M Banerjee, and P K Ursell, Mr K Stukins and Mr K Walters	Head of Housing Services ☎ 388240	
Luminus Homes ** Luminus (parent)	Cabinet	5	S & T	Cllr K M Baker	Cllr K M Baker	Head of Housing Services ☎ 388240	
Oak Foundation (sheltered/charitable)		3		Cllr P Godley	Cllr P Godley	Head of Housing Services ☎ 388240	
Middle Level Commissioners	Cabinet	2 (and Annual Inspection)	S & T	Mrs J Day	Mrs J Day	Project and Assets Manager ☎ 388383	
National Sailing Academy Project Committee at Grafham Water Centre	Cabinet	4 at Grafham	S & T	Mr A H Duberly	Mr A H Duberly	Leisure Development Manager ☎ 388048	
Oxmoor Community Action Group (OCAG)	Cabinet		S & T	Cllr. J J Dutton	Cllr. J J Dutton	Head of Environmental and Community Health ☎ 388280	
Oxmoor Opportunities Partnership Forum	Cabinet		S & T	Cllr. J J Dutton	Cllr. J J Dutton	Head of Environmental and Community Health ☎ 388280	
Pensions Consultative Group	Cabinet	2/3	S & T	Cllr T V Rogers	Cllr T V Rogers	Head of Financial Services ☎ 388103	
Ramsey Market Town Strategy Member Steering Group	Cabinet	4/6	S & T	Cllrs J T Bell, P L E Bucknell and E R Butler	Cllrs P L E Bucknell and E R Butler and P A Swales	Team Leader, Transportation V 388387	
Red Tile Wind Farm Trust Fund Ltd (formerly Red Tile Wind Farm Community Fund)	Cabinet	4	S & T	Cllr P L E Bucknell	Cllr P L E Bucknell	Head of Environmental and Community Health ☎ 388280	
Road Safety Committees – Norman Cross Area	Cabinet	12	S & T	Cllrs E R Butler and J S Watt	Cllrs E R Butler and J S Watt	Team Leader, Transportation V 388387	
St. Ives Area		6		Cllrs, M F Newman and T V Rogers and Mrs J Chandler	Cllrs, M F Newman and T V Rogers and Mrs J Chandler	Team Leader, Transportation V 388387	
Stilton Children and Young People's Facilities Association	Cabinet	6	S & T	Cllr P G Mitchell	Cllr P G Mitchell	Community Initiatives Manager ☎ 388377	
The Law Centre, Huntingdon	Cabinet	6 - Huntingdon	S & T Organisation reimburses travelling	Cllr Mrs M Banerjee	Cllr Mrs M Banerjee	Head of Legal, Property & Governance ☎ 388021	

ORGANISATION	Nominating/ Appointing Panel	Approx No. of Meetings Per Annum	Allowance Payable S – Subsistence T - Travelling	Representative(s) 2009/2010	Representative(s) 2010/2011	HDC Contact Officer	Reason for Deletion
Town Centre Initiatives Liaison Group	Cabinet	3		n/a	Cllr S Cawley (Deputy: L M Simpson	Head of People, Performance and Partnerships ☎ 388264	
Town Centre Management Initiatives/Partnerships/ Management Team – Huntingdon Town Partnership	Cabinet	11	S & T	Cllr J M Sadler	Cllr S Cawley	Head of People, Performance and Partnerships ☎ 388264	
Ramsey Initiative		12		Cllr A Monk	Cllr P A Swales	Head of People, Performance and Partnerships ☎ 388264	
St Ives Town Initiative		12		Cllr D Dew	Cllr D Dew	Head of People, Performance and Partnerships ☎ 388264	
St Neots Town Centre Management Team		6		Cllr. Mrs M J Thomas	Cllr. Mrs M J Thomas	Head of People, Performance and Partnerships ☎ 388264	
Trustees of Kimbolton School Foundation	Cabinet	3	S & T	Cllr J A Gray	Cllr J A Gray	Head of Democratic and Central Services ☎ 388003	

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\*

Five representatives to be appointed directly by the District Council from which one will be nominated to by the HHP Board to Luminus and the Oak Foundation

\*\* Five representatives to be appointed directly by the HHP Board to Luminus and the Oak Foundation.

\*\*\* Nomination should be Chairman of Sawtry Parish Council and not named individual.

\*\*\*\* In nominating two representatives to the Bureau in this way the District Council is accepting its responsibilities as a member organisation

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