

A meeting of the **OVERVIEW AND SCRUTINY PANEL (ENVIRONMENTAL WELL-BEING)** will be held in **CIVIC SUITE 0.1A, PATHFINDER HOUSE, ST MARY'S STREET, HUNTINGDON, PE29 3TN** on **TUESDAY, 8 JUNE 2010** at **7:00 PM** and you are requested to attend for the transaction of the following business:-

**Contact
(01480)**

APOLOGIES

1. MINUTES (Pages 1 - 6)

To approve as a correct record the Minutes of the meetings of the Panel held on April 13th and May 19th 2010.

**Mrs J Walker
387049**

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. FORWARD PLAN (Pages 7 - 10)

A copy of the current forward plan is attached, which was published on 17th May 2010. Members are invited to note the plan and comment as appropriate on any items contained therein.

**Mrs H Taylor
388008**

4. RAMSEY MARKET TOWN TRANSPORT STRATEGY (Pages 11 - 38)

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

**Mr S Bell
388387**

5. CAR PARKING ORDERS (Pages 39 - 64)

To consider a report by the Scrutiny and Review Manager regarding the outcome of consultation on proposals to introduce new Orders governing the use of car parks operated by the Council.

**Mr A Roberts
388015**

6. PERFORMANCE MANAGEMENT (Pages 65 - 78)

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

**H Thackray
388035**

7. OVERVIEW AND SCRUTINY ANNUAL REPORT 2009/10 (Pages 79 - 92)

To consider and comment on the draft text to the 2009/10 Overview and Scrutiny Annual report.

**Mrs J Walker
387049**

8. **WORK PLAN STUDIES** (Pages 93 - 96)

To consider, with the aid of a report by the Head of Democratic and Central Services, the current programme of Overview and Scrutiny studies.

9. **OVERVIEW AND SCRUTINY - REMITS, ROLES AND STUDIES**
(Pages 97 - 118)

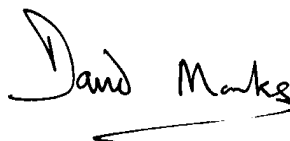
To consider a report by the Head of Democratic and Central Services on the Panel's remit and to consider the Panel's current programme of studies.

Mrs J Walker
387049

10. **SCRUTINY** (Pages 119 - 126)

To scrutinise decisions as set out in the Decision Digest and to raise any other matters for scrutiny that fall within the remit of the Panel.

Dated this 2 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 J Walker, Trainee Democratic Services Officer, Telephone: 01480 387049, email: jessica.walker@huntsdc.gov.uk 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 Committee/Panel.

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 (*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 OVERVIEW AND SCRUTINY PANEL (ENVIRONMENTAL WELL-BEING) held in the Wren Room, Countryside Centre, Hinchingsbrooke Country Park on Tuesday, 13 April 2010.

PRESENT: Councillor P M D Godfrey – Chairman.

Councillors K M Baker, M G Baker, Mrs M Banerjee, P J Downes, P Godley, D Harty, M F Newman and J S Watt.

Mr D Hopkins

APOLOGIES: Apologies for absence from the meeting were submitted on behalf of Councillor A Monk and Mr M Phillips.

102. MINUTES

The Minutes of the meetings of the Panel held on 2nd and 9th March 2010 were approved as correct records and signed by the Chairman.

103. MEMBERS' INTERESTS

No declarations were received.

104. FORWARD PLAN

The Panel considered and noted the current Forward Plan of Key Decisions (a copy of which is appended in the Minute Book) scheduled for consideration by the Cabinet, which had been prepared by the Leader of the Council.

Members were advised that the report on 'Street Naming and Numbering - Charging for Some Services' would not now be submitted to Cabinet as a comprehensive review of this subject was being undertaken. The final report would be presented to the Panel when available.

105. CABINET FEEDBACK

The Panel received and noted reports from the Cabinet detailing their deliberations on the Car Park Review 2009 and the Development Management Process respectively in response of the Panel's recommendations.

106. MASTERPLAN FOR GREAT FEN

Further to Minute No. 09/29, the Panel considered a report by the Director of Environmental and Community Services (a copy of which is appended in the Minute Book) on the Great Fen Masterplan which had now been approved by the Project Steering Committee. The Director stressed that this was a spatial plan that indicated how the

project might be developed by the partner organisations.

In response to a question concerning the financial implications, the Panel was informed that the Council's exposure to the project was limited to £20,000 per annum for the next five years under the terms of the collaboration agreement, although the Council could withdraw from the Steering Committee at any time. If the Council chose to do so, the project would be continued by the other partners with the Wildlife Trust and Natural England having secured the ownership of a large proportion of the land required.

The Panel was advised that the loan being approved by the Cabinet to the Wildlife Trust represented a commercial business decision between partners with shared objectives. The loan would be used to purchase land which would fulfil District Council objectives and aspects of the Masterplan.

The Panel drew attention to the lack of reference to flood defences throughout the Masterplan but was informed that three flood storage areas had been allocated throughout the Great Fen, with work on this aspect of the project being undertaken by the Middle Level Commission.

Members were informed that further detailed work would be undertaken by the partners to produce action plans to take forward those aspects of the project for which they were responsible, each would have to consider the business planning and financial implications of their proposals and, for this reason, an overarching business plan was not appropriate.

The Panel agreed to a suggestion that a site visit to the Great Fen be convened with representatives of partner groups and the project manager present to enable Members to view how the land is managed and to discuss the project with partners. The Panel also requested bi-annual reports from the Director of Environmental and Community Services on the progress of the Great Fen Project and details as to the cost of the Council's involvement in the project by way of officer time.

RESOLVED

that the Cabinet be advised of the Panel's views on the Great Fen Masterplan.

107. WORK PLAN STUDIES AND WORKING GROUP TEMPLATES

The Panel considered and noted a report by the Head of Democratic and Central Services (a copy of which is appended in the Minute Book) reviewing the Panel's programme of studies and informing Members of studies being undertaken by the other Overview and Scrutiny Panels.

In discussing the summary of waste disposal arrangements for the District, the Panel has requested further information on future plans for waste disposal and the costs associated with those plans.

The Panel agreed to defer identification of future study topics until after the Annual Meeting of the Council when the membership of the

Panel would be reviewed.

108. OVERVIEW AND SCRUTINY PANEL PROGRESS

The Panel considered and noted a report by the Head of Democratic and Central Services (a copy of which is appended in the Minute Book) reviewing the Panel's progress on issues that had been discussed previously.

In so doing, it was reported that progress was being made on the Perry Village cycle route, with route options due to be considered at the next Huntingdonshire Traffic Management Area Joint Committee meeting.

109. SCRUTINY

The Panel considered and noted the latest edition of the Council's Decision Digest summarising the Council's decision since the previous meeting.

Chairman

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HUNTINGDONSHIRE DISTRICT COUNCIL

MINUTES of the meeting of the OVERVIEW AND SCRUTINY PANEL (ENVIRONMENTAL WELL-BEING) held in the Civic Suite, Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN on Wednesday, 19 May 2010.

PRESENT:

Councillors M G Baker, K M Baker,
Mrs M Banerjee, J W Davies, P J Downes,
P M D Godfrey, P Godley, D Harty,
M F Newman and J S Watt.

1. ELECTION OF CHAIRMAN

RESOLVED

that Councillor P M D Godfrey be elected Chairman of the Panel for the ensuing Municipal Year.

Councillor P M D Godfrey in the Chair.

2. APPOINTMENT OF VICE-CHAIRMAN

RESOLVED

that Councillor D Harty be elected Vice-Chairman of the Panel for the ensuing Municipal Year.

3. CORPORATE PLAN WORKING GROUP

RESOLVED

that Councillors P M D Godfrey and D Harty be appointed to serve on the Corporate Plan Working Group for the ensuing Municipal Year.

4. ST IVES ENVIRONMENTAL IMPROVEMENTS ADVISORY GROUP

RESOLVED

that Councillors K M Baker and J S Watt be appointed to the St. Ives Town Centre Environmental Improvements Advisory Group.

5. LAA JOINT ACCOUNTABILITY COMMITTEE

RESOLVED

- (a) that Councillor P M D Godfrey be appointed to serve on the LAA Joint Accountability Committee; and
- (b) that the Head of Democratic and Central Services be authorised, in consultation with the Chairman of the Panel, to appoint a Member to attend the Committee.

Chairman

FORWARD PLAN OF KEY DECISIONS

Prepared by
Date of Publication:
For Period:

Councillor I C Bates
17 May 2010
1st June to 30 September 2010

Membership of the Cabinet is as follows:-

| | | |
|--------------------------|---|---|
| Councillor I C Bates | - Leader of the Council | 4 Church End Hilton Huntingdon PE28 9NJ Tel: 01480 830250 E-mail: Ian.Bates@huntsdc.gov.uk |
| Councillor L M Simpson | - Deputy Leader of the Council with Special Responsibility for HQ/Accommodation | 45 Devoke Close Stukeley Meadows Huntingdon Cambs PE29 6XE Tel: 01480 388946 E-mail: Mike.Simpson@huntsdc.gov.uk |
| Councillor K J Churchill | - Executive Councillor for Housing and Public Health | 51 Gordon Road Little Paxton St Neots PE19 6NJ Tel: 01480 352040 E-mail: Ken.Churchill@huntsdc.gov.uk |
| Councillor D B Dew | - Executive Councillor for Planning Strategy and Transport | 4 Weir Road Hemingford Grey Huntingdon PE28 9EH Tel: 01480 469814 E-mail: Douglas.Dew@huntsdc.gov.uk |
| Councillor J A Gray | - Executive Councillor for Environment and Information Technology | Shufflewick Cottage Station Row Tilbrook PE28 OJY Tel: 01480 861941 E-mail: JG@novae.com |

| | | |
|-----------------------------|---|---|
| Councillor C R Hyams | - Executive Councillor for Operational and Countryside Services | 22 Bluegate Godmanchester Huntingdon Cambs PE29 2EZ Tel: 01480 388968 E-mail: Colin.Hyams@huntsdc.gov.uk |
| Councillor A Hansard | - Executive Councillor for Resources and Policy | 78 Potton Road Eynesbury St Neots PE19 2NN Tel: 01480 388942 E-mail: Andrew.Hansard@huntsdc.gov.uk |
| Councillor Mrs D C Reynolds | - Executive Councillor for Leisure | 17 Virginia Way St Ives PE27 6SQ Tel: 01480 388935 E-mail: Deborah.Reynolds@huntsdc.gov.uk |
| Councillor T V Rogers | - Executive Councillor for Finance | Honeysuckle Cottage 34 Meadow Lane Earith Huntingdon PE28 3QE Tel: 01487 840477 E-mail: Terence.Rogers@huntsdc.gov.uk |

Any person who wishes to make representations to the decision maker about a decision which is to be made may do so by contacting Mrs Helen Taylor, Senior Democratic Services Officer on 01480 388008 or E-mail: Helen.Taylor@huntsdc.gov.uk not less than 14 days prior to the date when the decision is to be made.

The documents available may be obtained by contacting the relevant officer shown in this plan who will be responsible for preparing the final report to be submitted to the decision maker on the matter in relation to which the decision is to be made. Similarly any enquiries as to the subject or matter to be tabled for decision or on the availability of supporting information or documentation should be directed to the relevant officer.

Roy Reeves
Head of Administration

Notes:- (i) Additions/significant changes from the previous Forward are annotated ***

(ii) For information about how representations about the above decisions may be made please see the Council's Petitions Procedure at <http://www.huntsdc.gov.uk/NR/rdonlyres/3F6CFE28-C5F0-4BA0-9BF2-76EBAE06C89D/0/Petitionsleaflet.pdf> or telephone 01480 388006

| Subject/Matter for Decision | Decision/ recommendation to be made by | Date decision to be taken | Documents Available | How relevant Officer can be contacted | Consultation | Relevant Executive Councillor | Relevant Overview & Scrutiny Panel |
|-----------------------------|--|---------------------------|---------------------|---------------------------------------|--------------|-------------------------------|------------------------------------|
|-----------------------------|--|---------------------------|---------------------|---------------------------------------|--------------|-------------------------------|------------------------------------|

| Subject/Matter for Decision | Decision/recommendation to be made by | Date decision to be taken | Documents Available | How relevant Officer can be contacted | Consultation | Relevant Executive Councillor | Relevant Overview & Scrutiny Panel |
|--|---------------------------------------|---------------------------|--|---|--------------------------------------|-------------------------------|------------------------------------|
| Ramsey Market Town Transport Strategy | Cabinet | 17 Jun 2010 | Draft Strategy | Steve Ingram, Head of Planning Services Tel No. 01480 388400 or e-mail Steve.Ingram@huntsdc.gov.uk | | D B Dew | Environmental Well-Being |
| Transfer of S106 Asset (Community Building & Land) at Loves Farm | Cabinet | 17 Jun 2010 | None. | Dan Smith, Community Initiatives Manager Tel No. 01480 388377 or e-mail Dan.Smith@huntsdc.gov.uk | | K J Churchill | Social Well-Being |
| St. Ivo Leisure Centre - Proposal for Development | Cabinet | 17 Jun 2010 | None | Simon Bell, General Manager, Leisure Centres Tel No. 01480 388049 or e-mail Simon.Bell@huntsdc.gov.uk | | Mrs D C Reynolds | Social Well-Being |
| Car Parking Orders | Cabinet | 17 Jun 2010 | Car Parking Order and Order No. 2 | Anthony Roberts, Scrutiny and Review Manager Tel No. 01480 388015 or e-mail Anthony.Roberts@huntsdc.gov.uk | Statutory public consultation. | D B Dew | Environmental Well-Being |
| Public Conveniences*** | Cabinet | 22 Jul 2010 | None. | Malcolm Sharp, Director of Environmental and Community Services Tel No. 01480 388301 or e-mail Malcolm.Sharp@huntsdc.gov.uk | | J A Gray C Hyams | Environmental Well-Being |
| Former Fire Station and Waste Recycling Site, Huntingdon Street, St. Neots | Cabinet | 22 Jul 2010 | Development Brief and Marketing Information (in preparation) | Keith Phillips, Estates and Property Manager Tel No. 01480 388260 or e-mail Keith.Phillips@huntsdc.gov.uk | Ward Councillors. | A Hansard | Economic Well-Being |
| Homelessness Strategy | Cabinet | 22 Jul 2010 | None. | Jon Collen, Housing Needs and Resources Manager Tel No. 01480 388220 or e-mail Jon.Collen@huntsdc.gov.uk | Consultation process in preparation. | K J Churchill | Social Well-Being |

| Subject/Matter for Decision | Decision/recommendation to be made by | Date decision to be taken | Documents Available | How relevant Officer can be contacted | Consultation | Relevant Executive Councillor | Relevant Overview & Scrutiny Panel |
|--|---------------------------------------|---------------------------|------------------------|--|----------------------------------|-------------------------------|------------------------------------|
| Home Improvement Agency Review - Future Delivery Model Consultation*** | Cabinet | 16 Sep 2010 | None | Steve Plant, Head of Housing Services Tel No. 01480 388240 or e-mail Steve.Plant@huntsdc.gov.uk | | K J Churchill | Social Well-Being |
| Site Options Gypsy & Travellers Development Plan Document*** | Cabinet | 16 Sep 2010 | Issues & Options Paper | Paul Bland, Planning Service Manager (Policy) Tel No. 01480 388430 or e-mail Paul.Bland@huntsdc.gov.uk | Approve for public consultation. | D B Dew | Environmental Well-Being |

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

8TH JUNE 2010

17TH 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 13th January 2010 and approved by the County Council Cabinet on 27th 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.

Contact Officers: **Stuart Bell – Transport Team Leader**
 Barry Louth – Transport Planning Officer
 ☎ **01480 388387/388441**
 E mail stuart.bell@huntingdonshire.gov.uk
 barry.louth@huntingdonshire.gov.uk

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:

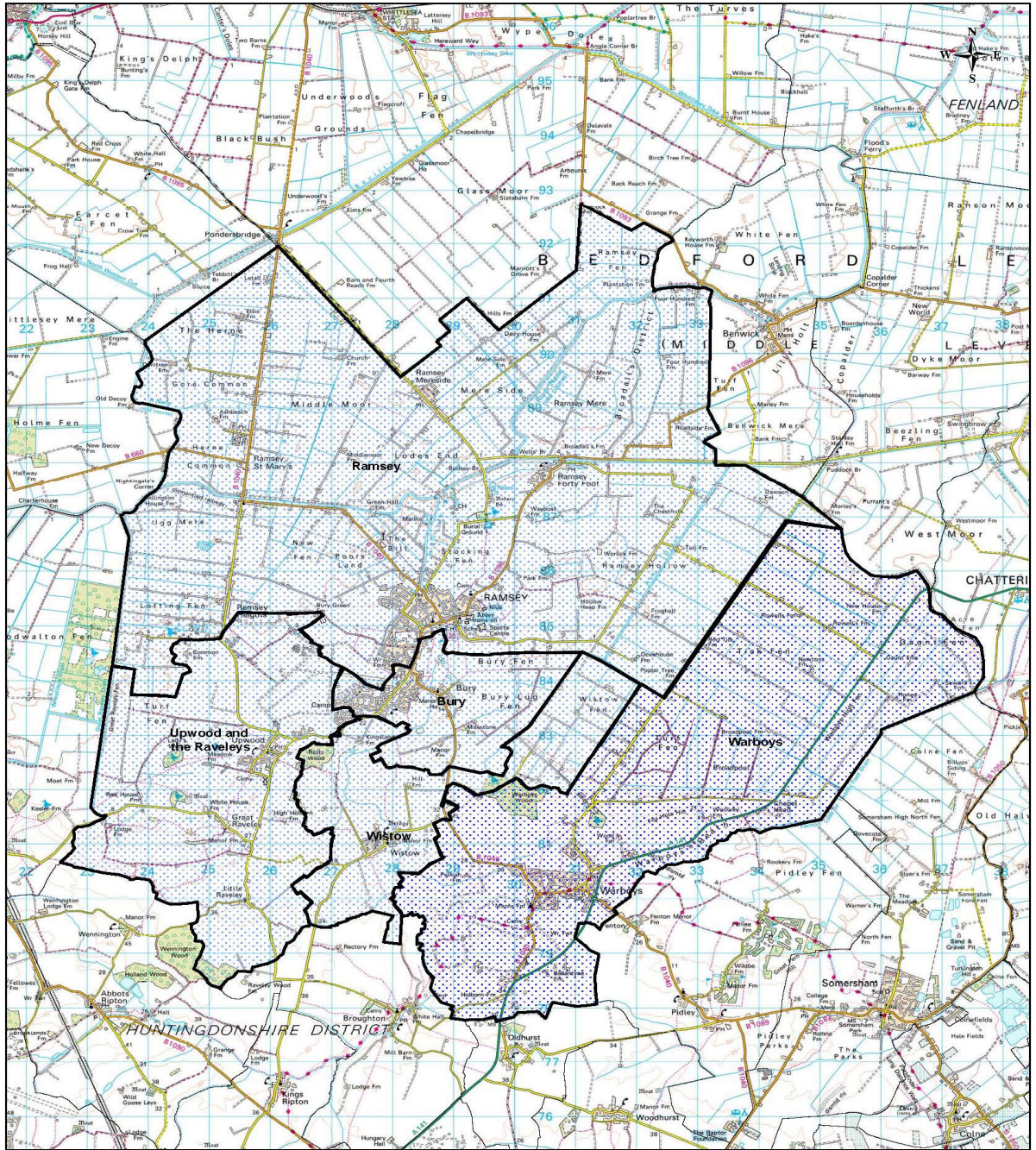
- In an employment-led mixed use redevelopment to the west of the town;
- to the north of the town; and
- redevelopment of previously developed land within the built-up area of the town.

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



Scale (at A3): 1:60000
Date: 12/06/2008
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:

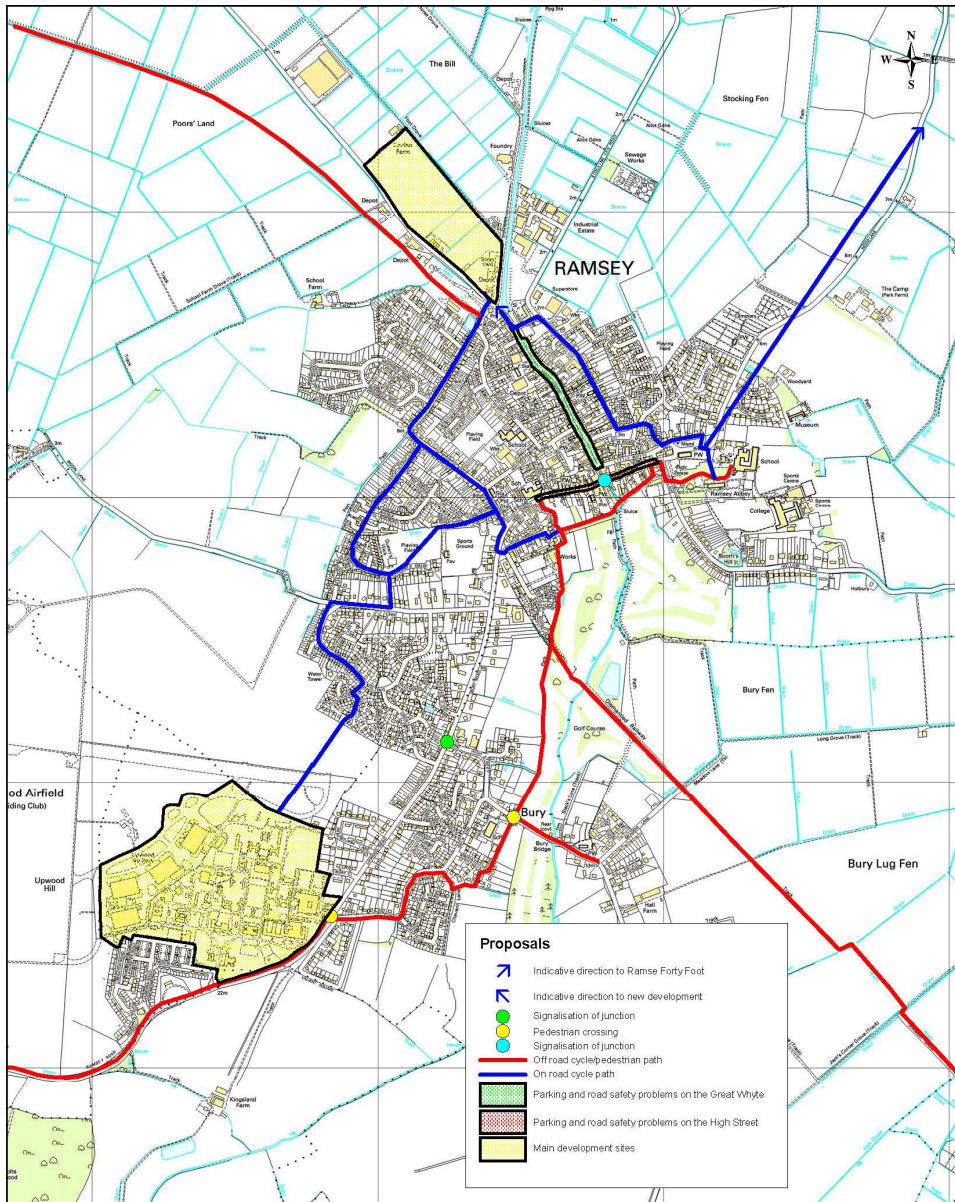
- The Huntingdonshire Market Town Car Parking Strategy and the 2009 review.
- Safer Routes To School
- The Cambridgeshire Freight Management Strategy
- Huntingdonshire District Council's Local Development Framework
- Ramsey Gateway Urban Development Framework
- The Design Framework for south of the High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



Scale (at A3): 1:12000
 Date: 29/05/2009
 By: fp444

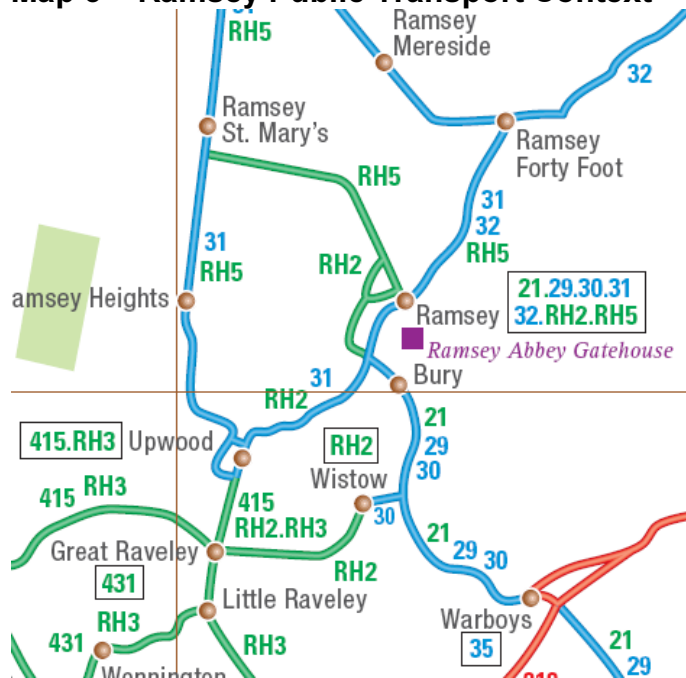
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Public Transport

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

| The problem | Scheme | Impact | Cost |
|---|--|---|--|
| 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

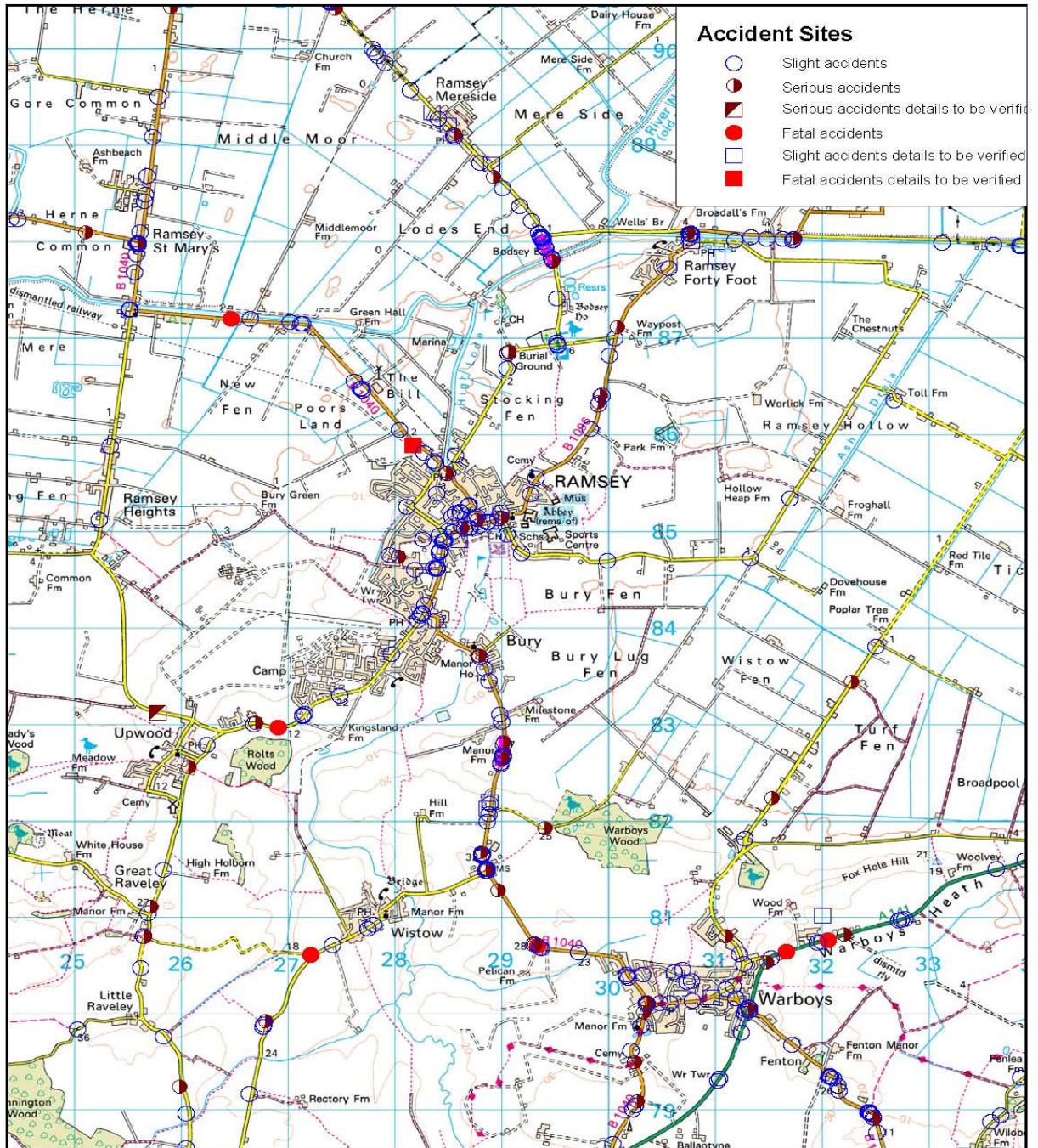
Road safety is an important issue in all areas, however small rural towns such as Ramsey often have different problems to larger towns or extended urban areas. Modes such as cycling and walking are often proportionately more dangerous as rural roads linking villages are frequently fast and narrow, often 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

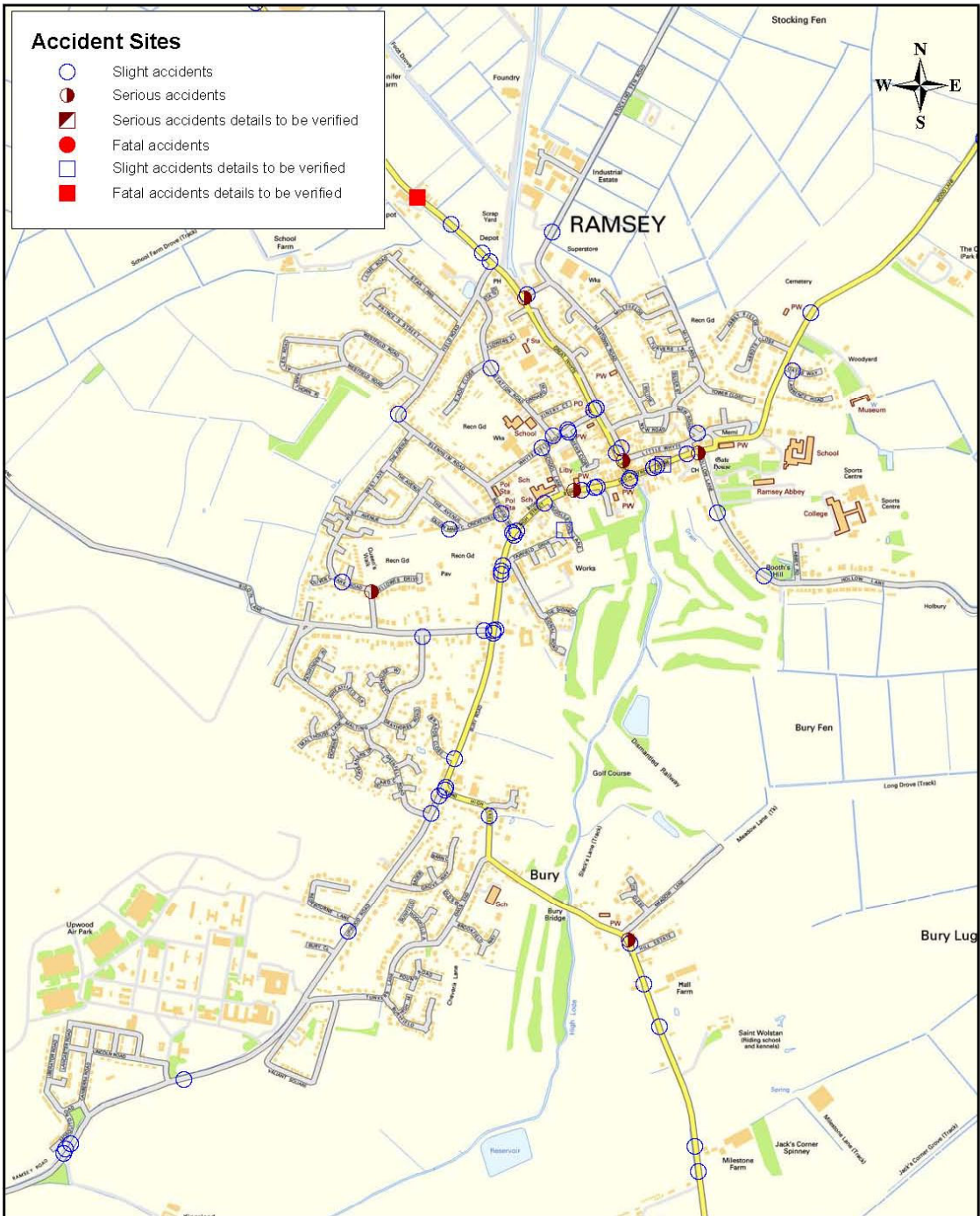


Scale (at A4): 1:50000
 Date: 03/02/2009
 By: fp444

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Map 5 – Accidents within Ramsey

Accidents in central Ramsey



Scale (at A4): 1:15000
 Date: 03/02/2009
 By: fp444

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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

| The problem | Scheme | Impact | Cost |
|---|---|--|--|
| 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

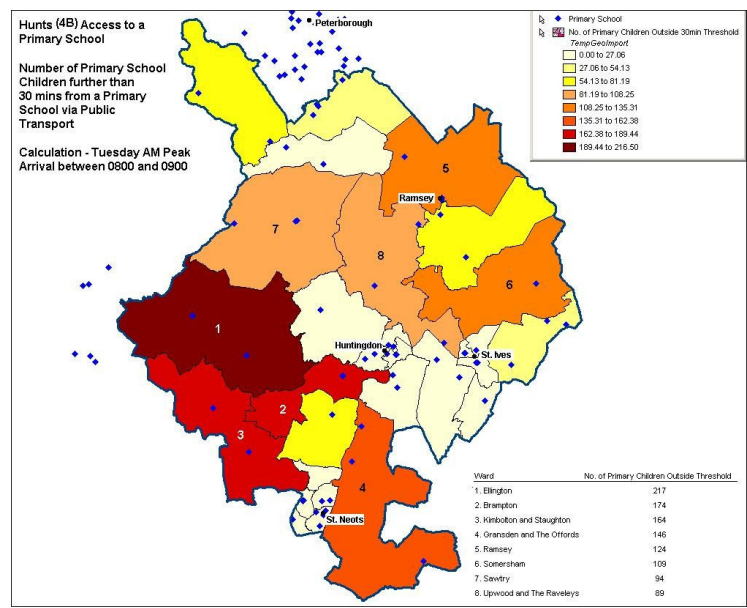
| The problem | Scheme | Impact | Cost |
|--|--|---|--------------------------------|
| Upwood Road / Bury Road junction | Signalisation or installation of a roundabout | Improve the traffic flow at this junction and reduce the probability of accidents occurring | £200,000 |
| Perceived high HCV speeds 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> |
|--|---|--|-----------------|

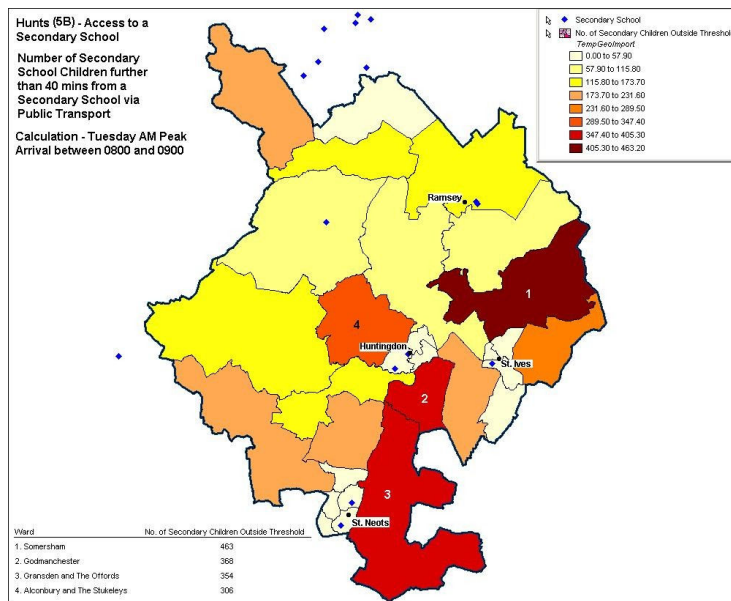
Safer Routes to School (SRtS)

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

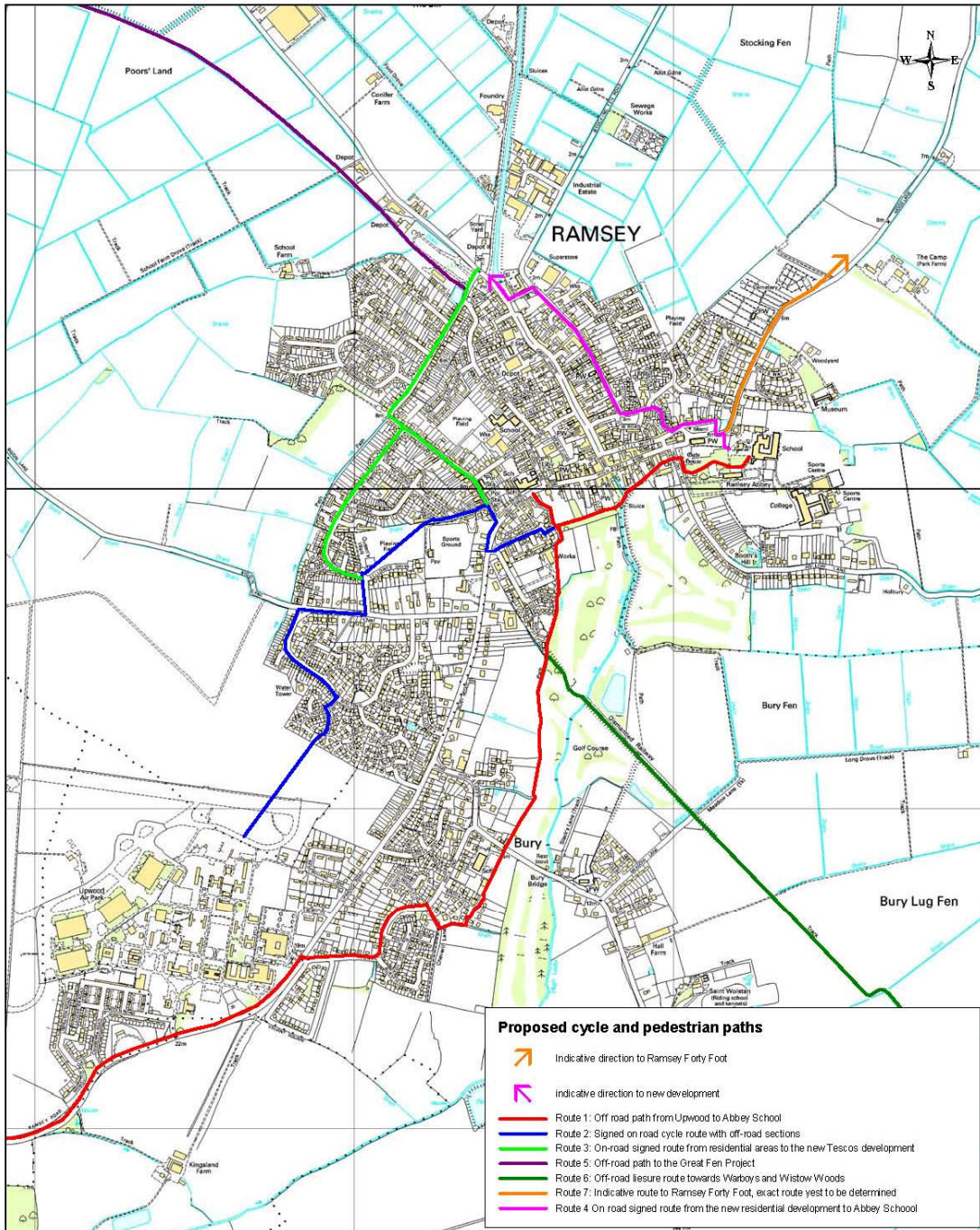
the County and other market towns. Ramsey itself is topographically well suited to cycling as it is flat, being situated in the fens, and very compact. It should therefore be possible to raise the modal share of cycling and walking. This would have the benefit of relieving congestion within the town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



Scale (at A3): 1:11000
 Date: 24/04/2009
 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 |
| | Total Phase 1 | | |
| 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 |
| | Total Phase 2 | | |
| 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 |
| | Total Phase 3 | | |
| 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 |
| | Total Phase 4 | | £1,347,500 |
| 5 | 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 |
| Total Phase 5 | | £840,000 + | |
| 6 | Traffic management | Signalisation of the High Street/Great Whyte Junction if future development means that it becomes necessary | £180,000 |
| | Total Phase 6 | | £180,000 |
| Strategy Total | | | £4,427,500 + |

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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**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

| Name/Organisation | Representations | Comments |
|--|---|---|
| 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 & 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> |

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| | <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> |

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| | <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> |

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| | <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 |

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| | <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> |

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| | <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> |

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| | <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 & 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> |

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| | <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 |

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| | <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 & 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> |

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| | <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. |

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| | <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"> provides a park and walk into the Town Centre reduces congestions in the Town Centre and reduces high levels of air pollution currently in High Street. <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 & 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 Hinchingsbrooke 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> |

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| <p>Eaton Ford St Neots</p> | <ol style="list-style-type: none"> 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. 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. 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. <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 centre in greater numbers given higher</p> |

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| | <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"> 1. This car park is primarily required for the leisure facilities that the adjoining park offers. 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. 3. Charging for this car park will create a Health & 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. 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. 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. <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 not 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"> 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. 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. 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? 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 | <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> |

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| | <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> |

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| <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"> 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. 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? 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. 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. <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>The reasons for our opposition are as follows:</p> <ol style="list-style-type: none"> 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 | <p>See comments above.</p> |

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| | <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>Furthermore we have a number of questions about the proposal and practicalities about how the scheme would operate:</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 “1 hour or part thereof”, rather than “for period up to two hours” as in the Order. The Schedule then states a charge of 200p “For periods in excess of 2 hour and up to 8 hours or part thereof” rather than 6 hours (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> |

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| | <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>ALL OF ST NEOTS RIVERSIDE CAR PARK SHOULD CONTINUE TO BE A FREE PARKING AREA.</p> | |
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OVERVIEW & SCRUTINY
SOCIAL WELL-BEING
ENVIRONMENTAL WELL-BEING
ECONOMIC WELL-BEING

1st June 2010
8th June 2010
10th 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 the updated version of 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 overview while building confidence that the Council priorities are being achieved.
- 3.4 Members of the Panels will also find broader performance information of help to them in undertaking their review and scrutiny functions. This information can be provided on a regular or ad-hoc basis.
- 3.5 The priority objectives have been allocated between Panels as follows:

| SOCIAL WELL-BEING | ENVIRONMENTAL WELL-BEING | ECONOMIC WELL-BEING |
|---|---|--|
| To enable the provision of affordable housing | To help mitigate and adapt to climate change | Effective Partnership |
| To achieve a low level of homelessness | To promote development opportunities in and around the market towns | To be an employer people want to work for |
| To promote active lifestyles | | Maximise business and income opportunities including external funding and grants |

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.

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 and to comment to Cabinet as appropriate.

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

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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 |
| (NI 185) 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 |

| Divisional Objective: Reduce the resources used by IMD | | | | | | | | | |
|---|---|--|------------|---------|---------|-----------|-------|---|--|
| 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. | |
| Division: Planning | | | | | | | | | |
| Divisional Objective: To encourage sustainable forms of development | | | | | | | | | |
| 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) | | ↔ | | |
| Community/Council Aim: Developing communities sustainably | | | | | | | | | |
| Objective: To promote development opportunities in and around the market towns | | | | | | | | | |
| Division: People, Performance & Partnerships | | | | | | | | | |
| Divisional Objective: To promote development opportunities in and around the market towns | | | | | | | | | |
| 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) | | ↓ | | |
| Division: Planning | | | | | | | | | |
| Divisional Objective: To promote development opportunities in and around the market towns | | | | | | | | | |
| 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

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| <p>Objective</p> <p>To help to mitigate and adapt to climate change</p> | <p>Comments from appropriate Head of Service</p> <p>Environmental Management:</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>Environmental Management:</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>IMD:</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>Environmental Management:</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> |

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| <p>Objective To promote development opportunities in and around the market towns</p> | <p>Achievements:</p> | <p>Comments from appropriate Head of Service <u>Planning:</u> 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><u>People, Performance & Partnerships:</u> <u>Planning:</u> 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> | |

CORPORATE PLAN WORKING GROUP
NOTES OF MEETING HELD 25TH MAY 2010

1. INTRODUCTION

- 1.1 The Corporate Plan Working Group met on 25th May 2010 when Councillors J D Ablewhite, S J Criswell, P M D Godfrey, D Harty, G S E Thorpe and R J West were present.
- 1.2 Miss H Ali, A Roberts and H Thackray were in attendance.

2. QUARTERLY PERFORMANCE MANAGEMENT REPORT

(a) Social Well-Being

- 2.1 The Working Group has drawn attention 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, the Working Group has 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. Clarification has, therefore, been sought on this in advance of the Social Well-Being Panel meeting.
- 2.2 The Working Group 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 was reported that an extension of funding from external sources has enabled additional activities to be held over the year therefore increasing the number of participants in schemes.
- 2.3 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, the Policy and Strategic Services Manager undertook to confirm with Members what the target for this measure will be for the 2010/11 year. Clarification has also been sought on the types of accommodation available and whether an upper limit on the number of households living in temporary accommodation has been set for the District Council.

- 2.4 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 that the March 2010 figures will be available in December 2010, following a survey undertaken by the County Council.

(b) Environmental Well-Being

- 2.5 In noting that the target for the key measure relating to the “tonnes of CO2 saved from year one carbon management projects” had 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. Additionally, the Policy and Strategic Services Manager reported that an energy review of the remaining sites was currently being undertaken. The Working Group also has noted the implications for the Council of Government initiatives relating to carbon tax and carbon credits.

(c) Economic Well-Being

- 2.6 The Working Group has been informed of an amendment to the figure recorded against the key measure for “internal promotions as percentage of all vacancies filled” from 16% to 61% which means its designation changes from a “red” to a “green” indicator.
- 2.7 In respect of the measure relating to “actual income received compared to budget” Members have drawn attention to apparent inconsistencies in Appendix B – Comments from appropriate Head of Service. On the one hand it is stated that the Burgess Hall is £20k up on target and £30k up on the previous year but later on hospitality income appears to have dropped by £65k across the board. The Working Group has suggested that clarification should be sought on this and on the role of the Catering Manager at the St Ivo Leisure Centre.

3. REVIEW OF TARGETS IN GROWING SUCCESS

- 3.1 Members have been reminded that the review previously conducted by the Working Group of the non-priority targets in Growing Success has been approved by the Cabinet. A revised Corporate Plan will be circulated electronically to Members over the new few weeks.
- 3.2 The Working Group will have an important role in a comprehensive review of the Corporate Plan which will be undertaken later in the year.

4. PLACE SURVEY

- 4.1 The Scrutiny and Review Manager reported that the Social Well-Being Panel had previously requested an update on further research, which had been planned in order to understand better the findings of the Place Survey. The Policy and Strategic Services Manager reported that the other authorities in the County had

decided not to continue with plans to engage focus groups for this purpose and that as the next Place Survey would be undertaken in September 2010, further work would not now take place. As the Survey is undertaken on a County-wide basis employing focus groups only in Huntingdonshire would have little effect on its findings. It has, however, been commented that such work will be ever more important when the Council has to take decisions on the Budget.

5. THE COUNCIL'S USE OF CONSULTANTS

- 5.1 Members have 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. The Council spent in the order of £2m on consultants last year and Members wish to satisfy themselves that it 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.

6. MAKING CAMBRIDGESHIRE COUNT



- 6.1 The Working Group has noted that the Environmental Well-Being Panel has requested an update on the Council's position in respect of Making Cambridgeshire Count.

7. BUDGET ANALYSIS

- 7.1 It has been agreed to raise this as an Item at the next Corporate Plan Working Group meeting following the Overview and Scrutiny Training Day which is scheduled for Thursday, 3rd June 2010.

8. JOINT CHAIRMEN'S MEETING

- 8.1 Members have agreed that a joint meeting of the Chairmen should be held prior to the next scheduled Council meeting on 23rd June 2010. Details will be confirmed at a later date.

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HUNTINGDONSHIRE DISTRICT COUNCIL

OVERVIEW AND SCRUTINY

ANNUAL REPORT 2009/10

OVERVIEW AND SCRUTINY ANNUAL REPORT 2009/10

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INTRODUCTION

Following a comprehensive review of its political management structure, in 2009 Huntingdonshire District Council introduced three new Overview and Scrutiny Panels. The new Panels' remits have been designed to reflect the Council's duty to promote the social, economic and environmental well-being of the District. This makes explicit the fact that the Panels are able to scrutinise the Council's internal operation together with its partnership working and any other matters affecting the area.

Membership of the Overview and Scrutiny Management Group



Councillor Steve Criswell

Chairman of the Social Well-Being Panel



Councillor Philip Godfrey

Chairman of the Environmental Well-Being Panel



Councillor Jason Ablewhite

Chairman of the Economic Well-Being Panel



Councillor Richard West

Vice - Chairman of the Social Well-Being Panel



Councillor David Harty

Vice - Chairman of the Environmental Well-Being Panel



Councillor Gordon Thorpe

Vice - Chairman of the Economic Well-Being Panel

The Annual Report summarises the Panels' activities over the past year and presents examples of how Scrutiny has contributed to change and service improvements. It also illustrates some of the measures that have been adopted to develop and improve the way Scrutiny works in Huntingdonshire and looks to the future by identifying some of the plans for 2010/11.

OVERVIEW AND SCRUTINY IN HUNTINGDONSHIRE

The Overview and Scrutiny Panels operate in accordance with the four Principles of Good Scrutiny as identified by the Centre for Public Scrutiny, which are:

1. “To provide a ‘critical friend’ challenge to executive policymakers and decision-makers”
 - ❖ Clarity of purpose
 - ❖ Constructive, Robust and Purposeful Challenge
 - ❖ A Constructive Working Relationship with executive colleagues including external bodies
 - ❖ Be open, transparent and inclusive in its actions
2. “Enable the voice and concerns of the public and its community”
 - ❖ Ensuring an ongoing dialogue with the public to create an ‘accountability relationship’
 - ❖ Representing and engaging diverse communities and addressing inequalities where they exist in the district.
 - ❖ Promoting public understanding of the scrutiny role
3. “Independent minded governors’ should lead and own the scrutiny process”
 - ❖ Champions of the value and potential for good public scrutiny as the vehicle for public accountability
 - ❖ Active engagement of non-executive committee members in a scrutiny role
 - ❖ Ensure adequate public accountability and community leadership
4. “Drive improvement in public services”
 - ❖ Promote community wellbeing and improve the quality of life
 - ❖ Harness public concern as a lever for addressing wider issues
 - ❖ Coordinate reviews of policy and service performance in line with strategic objectives

More specifically, the Panels have the tasks of:

- ❖ holding the Cabinet to account;
- ❖ scrutinising decisions, both prior to and after they are made;
- ❖ developing and reviewing policies;
- ❖ monitoring performance; and
- ❖ investigating matters affecting the District.

Overview and Scrutiny continues to present ways in which Members can promote active community leadership and governance as well as addressing the needs of the residents of the District by enabling them to set their own agenda and to take an innovative approach to their work.

In practice this often means they consider and, where necessary question, decisions made by the Cabinet. They also monitor the way services are delivered and make recommendations on new policies or changes to existing policies.

Addressing issues of public concern has been an increasingly important role for the Panels which, for example, has resulted in a public campaign to defend Hinchingsbrooke Hospital against threatened closure.

The Panels meet in public every month, so that people can see what is being done and supporting background information is available in the public domain. The Panels are making access easier by improving the Council's website to enable people to submit their own comments and ideas on the issues being considered.

In the course of 2009/10, between them, the Panels have submitted in the order of 30 reports to the Cabinet. They have also made 23 recommendations on various policy development matters. In addition, one report has been submitted to an external body, which contains seven recommendations for changes. Examples of this work appear in the following paragraphs.

APPOINTMENT OF INDEPENDENT OVERVIEW AND SCRUTINY PANEL MEMBERS

Given past challenges experienced in carrying out overview and scrutiny and the opportunities presented by recent legislative changes, a number of options for developing overview and scrutiny were considered in the course of the review of the Council's political management structure. The ability to co-opt independent members on to the Panels offered an exciting opportunity to encourage members of the public to participate directly in Council business. It will also help to promote involvement in local democracy.

Following an extensive recruitment process, both the number of applications received and the quality of applicants applying were extremely high. A total of six individuals have been appointed, two to each of the Overview and Scrutiny Panels. Each of the Overview and Scrutiny Panels now comprise ten elected members plus two co-opted persons.

A co-option scheme was then developed and formally adopted. Although, they do not have voting rights or the right of call-in, the new members will be in a position to make a significant contribution to the Council. They have been appointed for a period of four years, so this is a significant commitment on the part of the Council. This initiative will enable the Council to benefit from the skills and knowledge of individuals that would not otherwise be available to it, whilst at the same promoting local community engagement.

OVERVIEW AND SCRUTINY PANEL (SOCIAL WELL-BEING)

- Councillor Steve Criswell - Chairman
- Councillor Richard West – Vice-Chairman
- Councillor Peter Bucknell (part)
- Councillor Mrs Kendal Cooper
- Mr Roger Coxhead
- Councillor Paul Dakers (part)
- Councillor John Davies
- Councillor Jeff Dutton (part)
- Councillor John Garner
- Councillor Ms Patricia Jordan
- Councillor Peter Mitchell
- Councillor A Monk (part)
- Mrs Moira Nicholas
- Councillor John Sadler

Car Parking at Hinchingsbrooke Hospital

The Social Well-Being Panel has focussed on a study into car parking at Hinchingsbrooke Hospital. The study was proposed by the Chairman of the Panel following representations on this subject to him and other Huntingdonshire District Council members.

In the course of the study, the Panel took evidence from a range of sources, including Mr C Plunkett, Hinchingsbrooke Hospital's Facilities Business Manager, and representatives of Cambridgeshire Local Involvement Network.

A report on the Panel's findings has been submitted to the Hospital for consideration. Although the Hospital has not gone as far as the Panel would have wished in respect of the main recommendation regarding charging levels, the minimum period of stay has been reduced. A range of other recommendations also appear in the final report and these will be considered by the Hospital and Members are hopeful that they will be adopted.

The Provision of Play Facilities in Huntingdonshire

The Social Well-Being Panel has also completed a study into the provision of play facilities in Huntingdonshire. The 2008 Place Survey reveals that Huntingdonshire residents consider the provision of activities for young people to be the highest priority area in need of improvement in the District. For this reason the Panel has made a number of recommendations designed to secure the future of existing facilities and create conditions to encourage others to invest in providing new ones.

The recommendations have been put to the Cabinet and, as a result, the Council is to investigate the potential benefits of co-ordinating insurance and inspection schemes on behalf of Town and Parish Councils.

Petition

The Panel has received a petition from local residents on disturbance from the park at Hill Rise, St Ives caused by anti-social drivers late at night. Having referred the issue to the Community Safety Partnership, it was discussed at the local neighbourhood forum.

The Panel then was able to endorse proposals to address residents' concerns including making the area a police priority, introducing zero tolerance towards anti-social use of vehicles in the Park, the issue of Fixed Penalty Notices to those that are found to be using their vehicles anti-socially and the installation of speed-humps CCTV within the park. Residents expressed themselves satisfied with this outcome and this matter will be revisited in the autumn.

OVERVIEW AND SCRUTINY PANEL (ENVIRONMENTAL WELL-BEING)

- Councillor Philip Godfrey - Chairman
- Councillor David Harty – Vice-Chairman
- Councillor Michael Baker
- Councillor Keith Baker
- Councillor Mrs Madhabi Banerjee
- Councillor Peter Downes OBE
- Councillor Jeff Dutton (part)
- Councillor Peter Godley
- Mr David Hopkins
- Councillor Miss S Kemp (part)
- Councillor Andy Monk (part)
- Councillor Michael Newman
- Mr Mike Phillips
- Councillor John Watt

Development Management Processes

The Environmental Well-Being Panel has put most of its energy into a detailed study of the Council's Development Management processes. Arising from anecdotal evidence of public concern over the pre-decision planning process, the Panel decided to look at the practices and procedures from first enquiry by potential applicants to the preparation of an officer's final report and recommendations, involving pre-application advice, public consultation, plans and amendments, duration of the process and other related matters.

Evidence was taken from a range of sources such as Town and Parish Councils, members of the public who have experience of the process, local developers and Ombudsman investigations.

The outcome was that charging developers for pre-submission advice will be investigated, relevant consultees and neighbours will be consulted again on amended plans, except for those of very minor significance, steps will be taken to ensure that all of those households that abut a development site be sent a consultation letter, training will be provided for town and parish councils on all aspects of the development management process; consideration will be given to allowing external speakers to respond to what they perceive to be factually incorrect information and the Council will take a robust approach concerning the retention of development where permission is subsequently refused.

Charges for Car Parking

The Environmental Well-Being Panel has made use of its ability to call-in decisions in relation to proposals to extend the scope of the charges the Council makes for off-street parking. Having already discussed this matter with Councillor D Dew, the Executive Councillor for Planning Strategy and Transport, the Panel felt that insufficient weight had been given to its views and formally invited Councillor Dew to return to expand on their case.

The formal procedures to implement a new car parking order are proceeding and the Panels views will be submitted as part of the consultation process.

OVERVIEW AND SCRUTINY PANEL (ECONOMIC WELL-BEING)

- Councillor Jason Ablewhite - Chairman
- Councillor Gordon Thorpe - Vice-Chairman
- Councillor John Bell
- Councillor Eric Butler
- Councillor Mrs Julie Dew
- Councillor Andrew Gilbert
- Mr Roger Hall
- Councillor Lawrence McGuire
- Mrs Helen Roberts
- Councillor Michael Shellens
- Councillor Ms Mandy Thomas
- Councillor Richard Tuplin

Budget and Financial Planning

The Economic Well-Being Panel has primarily been occupied with scrutinising the Council's budget and future financial planning, the outcome of which has meant that it has been possible to endorse the proposed Budget, Medium Term Plan, Financial Plan and Council Tax for 2010/11.

Treasury Management

Importantly, given recent events concerning the economy and banking, the Panel has accepted responsibility for scrutinising the Council's treasury management.

Open System Computing

The Panel has considered a suggestion by a local resident that the Council might investigate the potential benefits of open system computing to itself and the local community. The suggestion was looked at with a research fellow from Cambridge University and her colleagues who are experts in the field. The likely cost of the consultants required to make the transition to open system computing meant it has not been possible to pursue it any further.

Leisure Centres' Financial Performance

Through its role in holding the Executive to account the Panel has monitored the Council's performance against its stated priorities. The Panel has highlighted concerns that the leisure centres' financial targets were not being met and asked for a detailed appraisal to be undertaken. This revealed that although income in 2009/10 was lower than the target greater savings meant

that the net position represented an overall improvement in the centres' financial performance

The Panel has suggested that the Council should take steps to promote the fact that this is the result of the Council's investments in its facilities.

OVERVIEW AND SCRUTINY IN HUNTINGDONSHIRE IN 2010/11

The composition of the Panels changes every year and they set their own Agenda so, to a large extent, the work programmes will be determined at the first few meetings in the new Municipal Year. All of the Panels, however, have ongoing work with which to continue.

The Environmental Well-Being Panel has given initial thought to a study on the rural economy, with particular emphasis on farming. The suggestion is that this could be done in conjunction with Overview and Scrutiny colleagues from South Cambs District Council.

The Social Well-Being Panel has recently adopted a role monitoring the progress of S106 agreements for the maintenance of play equipment and open space. A number of schemes have not been implemented despite being agreed some time ago. The Panel will investigate why this is the case.

The Economic Well-Being Panel has identified a potentially important area of work while reviewing the findings of a previous study into the consequences of alcohol consumption for the health of the local population. The rate of alcohol-specific hospital admissions for under 18s is higher in Huntingdonshire than in other areas of the Eastern region so this will be investigated further.

An important new role for the Panels will be Scrutiny of the Council's work in conjunction with its partners. A programme of training involving Overview and Scrutiny and the Strategic Partnership has been devised as has a protocol through which this work will be undertaken. It is stressed that this will be approached in a constructive way and will extend further the Panels' influence.

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**OVERVIEW AND SCRUTINY PANELS
(SOCIAL WELL-BEING)
(ENVIRONMENTAL WELL-BEING)
(ECONOMIC WELL-BEING)**

**1st JUNE 2010
8TH JUNE 2010
10TH JUNE 2010**

**WORK PLAN STUDIES
(Report by the Head of Democratic and Central Services)**

1. INTRODUCTION

- 1.1 The purpose of this report is to allow Members of the Panel to review their programme of studies and to be informed of studies being undertaken by the other Overview and Scrutiny Panels.

2. STUDIES

- 2.1 The Council has a duty to improve the social, environmental and economic well-being of the District. This gives the Overview and Scrutiny Panels a wide remit to examine any issues that affect the District by conducting in-depth studies.

- 2.2 Studies are allocated according to the Council's service areas which have been identified as follows:-

Social Well-Being

Housing
Community
Leisure Centres
Operations (part)
Democratic and Central Services (part)
People, Performance and Partnerships (part)

Environmental Well-Being

Environmental and Technical Services
Planning Services
Environmental Health
Operations (part)

Economic Well-Being

Information Management
Finance
Customer Service and Call Centres
Revenues
Democratic and Central Services (part)
Law, Property and Governance
People, Performance and Partnerships (part)
HQ/Accommodation

2.3 On going studies have been allocated between the Panels accordingly:-

| STUDY | PANEL | STATUS |
|--|---------------------|---|
| Provision of play facilities for young people across the District. | Social Well-Being | Final report submitted to the Cabinet in April. Outcome of decisions to be reported to Panel in June. |
| Car parking at Hinchingbrooke Hospital. | Social Well-Being | Hospitals Business Facilities Manager to be invited to a future Panel meeting to report on decisions made by the Hospital's Senior Executive Group. |
| Tourism. | Economic Well-Being | Presentation to be received at Panel's June meeting. |
| Night Time Economy (Hospital's Perspective) | Economic Well-Being | Further Information to be sought from Council's Scrutiny & Review Manager. |

2.4 The following have also been identified by Members as possible future studies:-

| | |
|---|--------------------------|
| Review of the incentives contained in the Council's Travel Plan. | Environmental Well-Being |
| Waste disposal arrangements. | Environmental Well-Being |
| Management of capital projects by Environmental Management Section. | Economic Well-Being |
| The employee's performance development review process. | Economic Well-Being |
| Lessons learned from the Headquarters and other accommodation project. | Economic Well-Being |
| Industrial Units at Caxton Road, St Ives. | Economic Well-Being |
| Land use for agricultural purposes in the context of planning policies and its contribution to the local economy. | Environmental Well-Being |

The Overview and Scrutiny (Environmental Well-Being) Panel may wish to consider conducting a study on rural transport which was discussed at the Council meeting on 21st April 2010.

3. RECOMMENDATION

3.1 The Panel is requested to note the progress of the studies selected.

BACKGROUND DOCUMENTS

Minutes and Reports from previous meetings of the Overview and Scrutiny Panels.

**Contact Officers: Miss H Ali, Democratic Services Officer
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**Mrs C Bulman, Democratic Services Officer
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OVERVIEW AND SCRUTINY PANEL (ENVIRONMENTAL WELL-BEING)

8TH JUNE 2010

REMIT AND WORK PROGRAMME (Report by the Head of Democratic and Central Services)

1. INTRODUCTION

- 1.1 The arrangements for Overview and Scrutiny that were introduced following the comprehensive review of the Council's democratic structure have been in place for a year. However, minor changes have been made to Executive Councillors' responsibilities for the current Municipal Year. The Panel will be advised of these through this report. There also will be an opportunity for the Panel to review its current programme of studies and to devise a work programme for the forthcoming year.

2. WORK PROGRAMME

(a) Internal Scrutiny

- 2.1 Responsibility for the Council's services is divided between Executive Members. These, in turn, are distributed between the three Overview and Scrutiny Panels. A breakdown of the allocation of Council services to the Panels is attached at Appendix A.

(b) External Studies

- 2.2 The Council has a duty to promote the economic, social and environmental well-being of the District and this is reflected in the structure of overview and scrutiny. It gives the Panel a wide remit to examine any issues that affect the District by conducting in-depth studies. A number of such studies have been completed in the past, such as the investigation into hospital car parking.

(c) Study Programme

- 2.3 At the first meeting in the Municipal calendar, it is usual for the Overview and Scrutiny Panels to give detailed consideration to a programme of studies that they intend to undertake in the course of the year. Members are requested to consider whether any studies or investigations of single issues within their remit might usefully be undertaken. These might be topical or contentious matters, for example, it could be an issue that has arisen in the course of a Member's contact with constituents.
- 2.4 Performance data, which is regularly submitted to the Panel, and the Decision Digest, also can be used to identify study areas. The latest performance report appears elsewhere on the Agenda.
- 2.5 At each meeting the Panel's discuss a progress report their programme of studies. The Environmental Well-Being Panel's current programme is reproduced at Appendix B.

(d) Study Methodology

- 2.6 The Panels have adopted a study methodology to guide their work. A report template giving details of the scope of this methodology appears at Appendix C. It will seem that there is considerable flexibility in the way studies may be conducted. It is also important to note that the Panels have a budget with which to pursue their study aims, for example, by obtaining expert opinion on a particular issue.
- 2.7 A number of working groups already exist to undertake some of these studies. It has been the practice for the membership of working groups to continue to the completion of studies and it is suggested that this principle should continue.

(e) Completed Studies

- 2.8 Since the establishment of Overview and Scrutiny Panels in June 2000, a number of studies have been completed. These are listed below:

- Anti-Social Behaviour Orders
- Vandalism
- Cemetery Administration
- Arts Provision in Huntingdonshire and Major Events Promoted by the Council
- Registered Social Landlord Rent Levels
- Bus Stations/Bus Services
- Bus Shelters
- Bus Information/Publicity
- Flooding
- Post Office Network and Services
- Fly Posting
- Fly Tipping
- Trees and Hedgerows
- Emergency Planning
- Sun Beds in Leisure Centres
- The Council's Charging Policy
- Tourism
- Market Services
- Best Value Review on Access to Services
- Council's Budget and Expenditure
- Member Development
- Street Naming and Numbering
- Levels of Affordable Housing on Land Sold By The Council
- Procedural Arrangements for Development Control
- Local Procurement
- St Ives (Environmental Improvements Schemes)
- County Council Highway Standards
- Consumption of Alcohol in Public Places
- Safer Routes to Schools
- Rent Levels at Paines Mill Foyer, St Neots
- West Huntingdon Rural Transport Study
- Benefit Fraud
- Service Provision for the Elderly
- Health and Safety Management
- Member Involvement and Consultation Procedures in the Local Plan Process
- Substance Misuse in Huntingdonshire
- Play Equipment
- Abandoned Vehicles
- Services for Young People
- The Big Gig
- Biodiversity
- Council's Complaints Procedure
- The Budget and Medium Term Plan
- Rural Economy and Services
- District Council's Twinning Links
- Hear By Right
- Dentistry Services
- Promoting Better Health in Older People Through Physical

- Town Centre Initiatives
- Cycling in Huntingdonshire
- District Council's Travel Plan
- Electronic Communication
- Youth Forum
- Social consequences of alcohol abuse
- Section 106 process
- The Provision of Play Facilities
- Activity
- Small Scale Environmental Improvements
- State of the District Engagement Events
- Grant Aid
- Leisure facilities for older people
- Development Management Processes

3. SCRUTINISING STRATEGIC / PARTNERSHIP WORK

3.1 The Local Government and Public Involvement in Health Act 2007 Act introduced a requirement for the Council to scrutinise the strategic partnership and other partnership working. The thematic groups under the Huntingdonshire Strategic Partnership have been aligned to the terms of reference of the scrutiny panels. The Environmental Well-Being Panel will be responsible for scrutinising the Environment and Growth and Infrastructure thematic groups of the Strategic Partnership. Training will be provided by the Centre for Public Scrutiny on this subject on 3rd June 2010, and this should enable the Panel to determine how to carry out this work.

3.2 The Panel's remit also contains reference to the Council's corporate priorities and goals as they appear in the Corporate Plan. Specifically, this means that the Panel will be responsible for scrutinising the Clean, Green and Attractive Place and Developing Communities Sustainably aims of the Council's corporate plan 'Growing Success'. As has been said, a report monitoring progress against each of these aims appears elsewhere on the Agenda. Finally, the Panel will have the task of scrutinising the Managing Growth and Environmental Sustainability priorities of the Countywide Sustainable Community Strategy (Cambridgeshire's Vision).

3. RECOMMENDATIONS

The Panel is

RECOMMENDED to

- a. note the contents of the report;
- b. review the existing programme of studies; and
- c. consider the addition of new subject areas to the programme of studies.

BACKGROUND PAPERS

Previous reports to the Overview and Scrutiny Panels.

Contact Officer: A Roberts (01480) 388015

SOCIAL WELL-BEING

Housing (A Hansard / S Plant)

Housing strategies/policies
Relations with housing providers/associations
Maintenance of housing register/nominations
Homelessness
Housing grants, including disabled facilities grants
Home Improvement Agency
Private sector housing

Community (A Hansard / S Lammin)

Private sector housing
Caravan sites
Community Safety
Community Initiatives/development/grants, etc
Arts
Leisure Development

Leisure Centres (D Reynolds / S Bell)

Huntingdon
Ramsey
Sawtry
St Ivo
St Neots

Operations (C Hyams / R Ward)

Streetscene
Car parks, public conveniences
Grounds maintenance, grass cutting
Parks, Open Spaces, Countryside Services
Emergency Planning/CCTV

Democratic & Central Services (K Churchill / R Reeves)

Democratic Services
Elections/Electoral Registration
Member Support

People, Performance & Partnerships (K Churchill / C Garbett)

Safeguarding
Diversity and Equalities
Consultation, Engagement and Research

Strategic Partnership thematic groups

**Children and Young People
Health and Well-Being
Inclusive, Safe and Cohesive Communities.**

'Growing Success' - the Council's corporate plan

**Housing that Meets Individuals' Needs
Safe, Vibrant and Inclusive Communities**

Healthy Living.

Cambridgeshire's Vision - the Countywide Sustainable Community Strategy

Safer and Stronger Communities.

ENVIRONMENTAL WELL-BEING

Environmental & Technical Services (J Gray / P Jose)

Strategy Implementation

Home Energy Conservation

Sustainability

Environmental improvements

Project/Contractual management

Architectural/design work

Land drainage

Residual highway responsibilities/public utilities

Street naming and property numbering

Building Control/dangerous structures/disabled access

Facilities Management

Travel Plan

Planning Services (D Dew / S Ingram)

Development control/planning applications

Planning enforcement

Development plans/policies

Planning briefs/studies

Conservation/listed buildings

Trees and footpaths

Transportation

Environmental Health (A Hansard / S Lammin)

Air quality/noise/pollution

Animal welfare/pest control

Commercial: health & safety promotion/food safety

Infectious diseases

Smoke-free initiatives

Operations (C Hyams / R Ward)

Waste/refuse collection

Recycling

Vehicle fleet management

Abandoned vehicles

Waste Stream policy

Cleansing

Strategic Partnership thematic groups

Environment

Growth and infrastructure

'Growing Success' - the Council's corporate plan

A clean, green and attractive place

Developing communities sustainably

Cambridgeshire's Vision - the Countywide Sustainable Community Strategy

Managing growth

Environmental sustainability

ECONOMIC WELL-BEING

Information Management (J Gray / C Hall)

Website
Freedom of Information
ICT network & systems
Intranet
ICT Help Desk
Local Land & Property Gazetteer (LPG)
Customer Relationship Management (CRM) system
Geographic Information Systems (GIS)
Customer First programme
Business analysis/improvement

Finance (T Rogers / S Couper)

Financial forecasting
Budget preparation and monitoring
Final accounts
Financial advice
Payment of Creditors
Audit
Risk management
Procurement
Treasury Management (Borrowing and Investments)
Debt Recovery

Customer Service and Call Centres (T Rogers / J Barber)

Call Centre, St Ives
Customer Service Centre, *currently located at Centenary House*
Information Centres at Ramsey, St Ives, St Neots and Yaxley

Revenues (T Rogers / J Barber)

Local taxation
Revenue collection
Benefits assessments/payments/fraud
NNDR

Democratic & Central Services (K Churchill / R Reeves)

Land Charges
Document Centre
Licensing

Law, Property & Governance (D Reynolds / C Meadowcroft)

Legal advice
Conveyancing
Prosecutions and litigation
Representation at Planning and other Inquiries
Estates/property management/acquisition/sales
Data Protection/Regulation of Investigatory Powers
Contracts

People, Performance & Partnerships (K Churchill / C Garbett)

Recruitment/retention
Health & Safety
Training/development

Personnel management/advice/contractual arrangements
Payroll
Communications and Marketing
Economic Development
Town Centre Management
External Funding
Performance Management
Comprehensive Area Assessment: Corporate Coordination across the organisation
Community Strategy/Huntingdonshire Strategic Partnership
Corporate Policy (“Growing Success”)

Comprehensive Area Assessment: Corporate Coordination across the organisation (Head of Service, Corrine Garbett)

Democratic Structure Review: Implementation (Head of Service, Roy Reeves)

HQ/Accommodation: Deputy Leader Councillor Mike Simpson (Head Of Service, Mr Richard Preston)

Strategic Partnership thematic groups

Economic prosperity and skills.

‘Growing Success’ - the Council’s corporate plan

**A strong local economy
Improving systems and practices
Learning and developing
Maintaining sound finances.**

Cambridgeshire’s Vision - the Countywide Sustainable Community Strategy

**Economic prosperity
Equality and inclusion.**

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| Panel Date | Decision | Action | Response | Date |
|------------|---|--|---|------|
| 13/01/09 | <p>Heavy Goods Vehicle Parking In The District The outcome of discussions at the first meeting of the three county group to be reported.</p> | | The County Council are developing a County advisory route network for HCVs, which they will be consulting the District Council on. | |
| 14/07/09 | The Panel suggested that the problem of HCVs parking in the District had not been resolved by the re-opening of Alconbury Truck Stop. | | Alconbury Truck Stop re-opened in the first-half of 2009. At present, the former Motel and associated facilities remain out of use. | |
| 09/02/10 | The Panel requested an update on the situation with regards to HCVs parking in the District. | The Transportation Team Leader updated the Panel on the current situation. | The Executive Councillor for Planning Strategy and Transport has responded on behalf of the Council to the HCV Advisory Route Network Public Consultation. Furthermore, as part of the A14 proposals, the Council is seeking the provision of HCV parking facilities or the expansion of existing facilities within the District. | |
| 08/07/08 | <p>Petition By St Audrey Lane Area Residents, St Ives Representatives from Anglian Water in attendance at the Panel's July meeting. Requested that an update be provided in 6 months time and that residents be informed of the outcome of their investigations.</p> | Email requesting update sent | CCTV survey of St Audrey Lane and Pig Lane Surface Water sewer completed. Funding now available to Jet Sewer – will be carried out shortly. | |
| 14/07/09 | The Customer Response Manager to be invited to attend a future meeting to discuss progress which has been made since Anglian Water's attendance at the Panel meeting in July 2008. | Letter sent 07/08/09 | | |
| 08/09/09 | Response received from Anglian Water which outlines the | Email sent inviting the Customer Response | The Collection Manager has advised that he will not be | |

| Panel Date | Decision | Action | Response | Date |
|------------|---|---|--|------|
| 13/10/09 | <p>progress made since they last attended a meeting of the Panel. The letter has been circulated by email to all Panel Members.</p> <p>The Panel discussed Anglian Water's response.</p> | <p>Manager to attend the Panel meeting in November.</p> <p>A list of questions was sent to Anglian Water's Customer Response Manager on 26/10/09.</p> | <p>attending the November Panel meeting, he has requested a list of questions which he will endeavour to respond to for the November Panel meeting.</p> | |
| 8/12/09 | <p>The Panel discussed Anglian Water's response.</p> | <p>Members acknowledged that as Anglian Water are not prepared to attend a Panel meeting, little further could be achieved.</p> | <p>Officers will continue to monitor the situation.</p> | |
| 14/07/09 | <p><u>Cycling In Huntingdonshire</u> Members requested an update from the Transportation Team Leader.</p> | <p>Following the AJC report of July 2008, the top five schemes approved for further development have been progressed, based on available staff resources/funding.</p> | | |
| 08/09/09 | <p>Members requested an update as to the current situation with the cycling review and required further information with regards to the cycle way planned alongside the St Ives guided bus way.</p> | <p>The cycling review is still to be undertaken. The guide way is part of the County Council Transport and Works Act consent and is outside the direct control of this Council.</p> | <p>The Panel may wish to direct its comments specifically to the County Council in order to gain an update and any feedback or progress on this issue.</p> | |
| 13/10/09 | <p>Members requested an update on the Perry village cycle route.</p> | <p>The status of this scheme is unchanged, it is at the development stage pending further meetings with Anglian Water and other partners.</p> | | |
| 13/10/09 | <p>Members questioned whether the dual use of footpaths for</p> | <p>The current market town transport</p> | | |

| Panel Date | Decision | Action | Response | Date |
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| | pedestrians and cyclists could be considered. | strategies allow for the development of cycling and walking schemes as either segregated routes or as shared/dual routes and there are many examples across Huntingdonshire where dual cycle routes have been implemented as part of agreed action plans. Such options are covered by national guidance and design standards so it is not an issue of considering this pending funding for cycleways, the delivery of these being available now. | | |
| 10/11/09 | Members requested a further update as to the status of the Perry village cycle route. | Email sent to the transport team leader requesting further information. | Rural cycling priorities were reviewed across Huntingdonshire and agreed by AJC in July 2008. Perry was ranked as a top 5 scheme for further development but it is only the security of funding from the extension of Liittlehey Prison and the funds now held by the District Council as a result of the S106 agreement that is moving this scheme forward, it is only recent action since July 2008 that is making this scheme a reality. | |
| 8/12/09 | Members requested a further update as to the status of the Perry village cycle route. | The Transport Team Leader has been invited to the next meeting of the Panel to provide an update. | The Transport Team Leader has agreed to attend the next meeting of the Panel. | |
| 12/01/10 | The Transport Team Leader updated the Panel on progress towards the provision of cycling routes within Huntingdonshire. | A meeting has been arranged to discuss options for the Perry village cycle route with the private land owners affected, following which consultation will be undertaken with residents and the Parish Council in order to inform the Area Joint Committee of villagers' views on a preferred course of action. The | On being advised that progress was constrained by the requirement to use County Council approved contractors, the Panel undertook to question the Head of Environmental Management on the possibility of | |

| Panel Date | Decision | Action | Response | Date |
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| 13/04/10 | An update was received from the Transport Team Leader. | scheme will depend on the sufficiency of the available budget and programming of work within the wider network programmes. Work is continuing on the existing agreed top five priorities, a tentative completion date of December 2010 has been set for the wider review. | contractors being engaged directly by the District Council. | |
| 08/09/09 | <u>Adoption of Roads and Sewers</u> The report of the Working Group was considered by the Cabinet. | | The Cabinet requested that the Panel revisit this study once the extent is known of the sewers not under the responsibility of Anglian Water and following the implementation of the government initiative referred to in paragraph of 4.10 of the report. The Scrutiny and Review Manager was requested to lobby the local government association to seek the powers of the Highways Authority with regard to the road adoption process. | |
| 09/03/10 | <u>Corporate Plan – Growing Success</u> The Panel questioned how the number of tonnes of CO2 saved through the installation of energy efficiency measures and renewables in domestic properties could be calculated. | Question sent to the Head of Environmental Management. | Question referred to the Environment Team Leader, a response is awaited. | |
| 19/05/10 | Councillors P M D Godfrey and D Harty appointed to Corporate Plan Working Group. | Quarterly reports submitted to all Overview & Scrutiny Panels | | |
| 08/06/10 | Response received from the Environment Team Leader. | We know the number of insulation measures installed under HDC controlled or monitored schemes, Warmer Homes for Life, Pensioners Home insulation scheme | | |

| Panel Date | Decision | Action | Response | Date |
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| | | (internal projects) and Eastern CRI (external scheme which we monitor). For each measure, either cavity wall or loft insulation, we are able to assign a CO2 saving. The amount of CO2 saved is calculated from average savings which have been calculated and published by the Energy Savings Trust. | | |
| 19/05/10 | <p><u>Local Area Agreements</u></p> <p>Councillor P M D Godfrey appointed to Joint Accountability Committee. Substitute Members to be appointed in consultation with the Head of Democratic and Central Services.</p> | | | |
| 14/07/09 | <p><u>Great Fen Project</u></p> <p>The Great Fen Collaboration Agreement was considered by the Panel. All Scrutiny Members were invited. The comments of the panel were passed to the Cabinet for their consideration.</p> | The Great Fen Collaboration Agreement was considered by the Cabinet on 23 rd July 2009. | The Cabinet resolved that the principal of entering into a collaboration agreement in respect of the Great Fen project for a renewable five year fixed term be approved. | |
| 08/09/09 | The Great Fen Master Plan was considered by the Panel. All Scrutiny Members were invited. The comments of the Panel were passed to the Cabinet for their consideration. | The Great Fen Master Plan was considered by the Cabinet on 17 th September 2009. | The Cabinet approved the Great Fen Master Plan as a basis for public consultation, and requested that Peterborough City Council and Cambridgeshire County Council be formally consulted on the master plan with a view to them eventually becoming partners. | |
| 13/04/10 | The Panel received a report on the Great Fen Masterplan which had been approved by the Project Steering Committee. | The Panel requested that a visit be arranged to the Great Fen. | A visit has been arranged for the Panel to visit the Great Fen prior to the July Scrutiny Meeting. | 13/07/10 |

| Panel Date | Decision | Action | Response | Date |
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| 09/02/10 | <p><u>Carbon Footprint Reduction</u> The Executive Councillor for Environment and Information Technology and the Head of Environmental Management addressed the Panel on actions taken by the Council to address the need to reduce carbon emissions.</p> | | <p>The Panel has requested that the Executive Councillor for Environment and Information Technology and the Head of Environmental Management attend the Panel meeting in June 2010 to provide a further update on progress made on carbon reduction measures.</p> | <p>June 2010</p> |
| <p>13/11/07</p> <p>08/07/08</p> <p>09/06/09</p> <p>12/01/10</p> | <p><u>Forward Plan</u></p> <p>Parish Plans and Local Plan Policy Circulate report when this becomes available.</p> <p>Developer Contributions SPD Requested that the report should be considered at a future meeting of the Panel.</p> <p>Site Options Gypsy and Travellers Development Plan Document Requested that the report should be considered at a future meeting of the Panel.</p> <p>Site Options Planning Proposals Development Plan Document Requested that the report should be considered at a future meeting of the Panel.</p> | | | <p>TBA</p> <p>TBA</p> <p>September 2010</p> <p>TBA</p> |

| Panel Date | Decision | Action | Response | Date |
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OVERVIEW AND SCRUTINY STUDY TEMPLATE

| AREA OF REVIEW | DETAILS/COMMENTS |
|--|------------------|
| Title of Study (name of Working Group) | |
| Appointing Panel | |
| Members Assigned (including date Working Group appointed) | |
| Possible Co-Options to the Group | |
| Interests Declared | |
| Rapporteur | |
| Officer Support | |
| Purpose of Study / Objective (specify exactly what the study should achieve) | |
| Rationale (key issues and/or reason for conducting a study) | |
| Terms of Reference | |
| Links to Council Policies/Strategies | |

| | |
|---|--|
| | |
| Methodology / Approach (what types of enquiries will be used to gather evidence) | |
| External/Specialist Support | |
| Existing Documentation | |
| Evidence to be Obtained (e.g. witnesses, documents, site visits, consultation, research, etc) | |
| Reference Sites | |
| Investigations | |
| Witnesses | |
| Site Visits (if necessary) (where and when) | |

| | |
|---|--|
| Meetings of the Working Group | |
| Costs (resource requirements, additional expenditure, time) | |
| Possible Barriers to the Study (potential weaknesses) | |
| Projected Timescale (Start and end times) | |

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Decision Digest

Edition 104

Monthly summary of the decisions taken at meetings of the Council, Cabinet, Overview & Scrutiny and other Panels for the period 25 March to 20 May 2010.

HUNTINGDONSHIRE COMMUNITY SAFETY PARTNERSHIP

The Overview and Scrutiny Panel (Social Well-Being) has scrutinised the work of the Huntingdonshire Community Safety Partnership, which is a requirement under the Police and Criminal Justice Act 2006. The Partnership was established in response to the Crime and Disorder Act 1998, and aims to reduce crime, disorder and anti-social behaviour within the District. A number of strategic links have been established by the Partnership, particularly to the Huntingdonshire Strategic Partnership (HSP) and other District and County-wide groups. The Panel has acknowledged the complexity of the way in which the Partnership is required to operate to meet the challenges faced by the District and has concluded that it is effective in its work.

The Panel has reviewed the Huntingdonshire Community Safety Plan 2010-11 and Members have been advised that a Strategic Assessment is conducted each year to inform the priorities that are included within the Plan. A number of matters have been discussed,

including the publication of crime statistics, the contribution made by all Partners to the work of the Partnership, various projects/initiatives undertaken and the role of the two Anti-Social Behaviour Case Workers.

The Panel has expressed their satisfaction that the Partnership has appropriate monitoring and accountability mechanisms in place. Additionally, the Panel has been reminded of the programme of events designed to assist all Members of the Overview and Scrutiny Panels in complying with the duty to scrutinise the HSP.

PROVISION OF PLAY FACILITIES WORKING GROUP

The final report of the Provision of Play Facilities Working Group has been submitted to the Overview and Scrutiny Panel (Social Well-Being). Investigations have been undertaken into a number of areas associated with operating play facilities, the inspection of facilities for maintenance purposes, Royal Society for the Prevention of Accidents inspections and the costs associated with these activities.

Further information can be obtained from the Democratic Services Section ☎ (01480) 388007

A number of recommendations arising from the Working Group's investigations have been endorsed by the Panel, which are intended to ensure that there is adequate provision of facilities for teenagers in Huntingdonshire. Owing to the current financial pressures on the Council, the Panel has decided that the feasibility of introducing a maintenance agreement should be investigated by the Cabinet in which responsibility for meeting Town facilities' revenue costs should be divided between the District Council, Town Councils and users before consideration is given to extending the Council's own commitments.

In discussing these recommendations the Cabinet concurred with the Panel that further research into the availability of group insurance schemes with the aim of achieving a lower insurance premium and the feasibility of combining safety inspections should be investigated further. However, in discussing the suggestions on the future revenue funding of play equipment, the Cabinet has agreed not to take any action in respect of the Panel's proposed formula for the maintenance of play equipment. Executive Councillors are of the opinion that the provision and management of local play facilities should be undertaken at a local level by local parish councils and community organisations and that the District Council role should be confined to strategic, district wide initiatives and advising on opportunities for funding.

CAMBRIDGESHIRE HEALTH AND ADULT SOCIAL CARE SCRUTINY COMMITTEE

Councillor R J West has drawn the Overview and Scrutiny Panel's (Social Well-Being) attention to issues surrounding mental health and the inequalities in service provision that exist within the District. A Working Group has therefore been appointed by the Committee to investigate dementia services, to which Councillor West has been appointed.

OVERVIEW AND SCRUTINY PANEL (SOCIAL WELL-BEING) – PROGRESS

In respect of parking at Hinchingsbrooke Hospital, Members of the Overview and Scrutiny Panel (Social Well-Being) have requested that the Hospital's Business Facilities Manager be invited to a future meeting to report upon the Senior Executive Group's final decisions on the Panel's concluding report and the recommendations contained within it. Whilst a decision on the car parking charges has already been made to reduce the minimum length of stay of £2 for 2 hours, the Panel's other recommendations are still subject to consideration by the Executive Group at a future meeting.

LOCAL GOVERNMENT ACT 2000: FORWARD PLAN

The Overview and Scrutiny Panel (Social Well-Being) has requested sight of items entitled Home Improvement Agency Review –

Future Delivery Model and Homelessness Strategy prior to their consideration by the Cabinet.

COVERT SURVEILLANCE POLICY – RIPA

The Overview and Scrutiny Panel (Economic Well-Being) has received a joint presentation by Mr W Smalley, the Council's Solicitor and Mr N Jennings, Fraud Manager, on the use of covert surveillance by the District Council.

As part of the presentation, the Panel has been acquainted with the background to the use of covert surveillance by local authorities and the scope of its use for the prevention of crime and disorder. The Panel has also received details of the policy employed by the District Council, including the authorisation procedure and the reporting and record keeping arrangements in place. The Panel has noted that the Council's use of covert surveillance is low, that overt surveillance was used whenever possible and covert surveillance only used as a last resort.

The Fraud Manager has provided information on the ways in which surveillance is used within the Benefits division, together with the outcomes of benefit fraud investigations in recent years. The Panel has been advised that there had been 35 authorisations since the introduction of the regulations, 2 of which had taken place in the previous year. Members have been informed that covert surveillance was a valuable tool which, in addition to supporting or refuting allegations of benefit fraud, was

used to identify weaknesses in the Council's systems.

Having considered the content of the presentation, the Panel has commented on the cost of intensive training for authorising officers compared to the small number of authorisations that were made. Questions have also been raised as to whether noise monitoring was effective when targets had to be informed that such action was being undertaken and the role of the Communications Commissioner.

In discussing the investigation of potential benefit fraud, the Panel has queried whether the evidence obtained might be weakened by not undertaking surveillance of suspects throughout the night and has also commented that use should be made of the local press to publicise the outcome of successful prosecutions for benefit fraud as a deterrent to others.

REQUEST FOR A LOAN TO THE WILDLIFE TRUST FOR BEDFORDSHIRE, CAMBRIDGESHIRE, NORTHAMPTONSHIRE AND PETERBOROUGH - FEEDBACK

The Overview and Scrutiny Panel Economic Well-Being has received a report outlining the conclusions of the Cabinet in respect of a request for a loan to the Wildlife Trust for Bedfordshire, Cambridgeshire, Northamptonshire and Peterborough. The Panel noted that the Cabinet had agreed with their earlier conclusions on the matter.

STANDARDS COMPLAINTS

Information has been provided to the Overview and Scrutiny Panel (Economic Well-Being) outlining the financial costs incurred by the Council in dealing with complaints against District and Parish Councillors since the responsibility for dealing with complaints was transferred to local authorities from Standards for England in May 2008.

Having considered the information provided, which included an estimate of the time spent by the Monitoring Officer and his deputy on standards related matters, the Panel has expressed their disapproval at the imposition of this significant area of work without additional funding from the government.

The Panel has also discussed the sanctions which could be imposed upon individuals found to have acted inappropriately under the Code of Conduct, the mechanisms by which details of cases were circulated to Parish Councils and the outsourcing of investigations to an external investigator because of staff capacity within the Council. In respect of the latter, the Panel has noted that the use of a former employee with experience in the subject matter has been significantly cheaper than the alternatives

PRIVATE SECTOR HOUSING ENFORCEMENT: THE CRIMINAL LAW ACT 1977 AND THE PROTECTION FROM HARASSMENT ACT 1997

The Cabinet has authorised the Director of Environmental and

Community Services to appoint Officers to enforce the provisions of the Criminal Law Act 1977 and the Protection from Harassment Act 1997 when dealing with allegations of harassment and illegal eviction in the private housing sector. Eight to ten reports of such cases are reported each year but at present, the Council does not have the necessary powers to undertake investigations and prosecute offenders. The new powers will enable Officers to regain possession of a property on a tenant's behalf enabling them to reside there until the correct legal procedures for possession have been followed. The changes will not have any financial implications for the Council.

GROWING SUCCESS

The Cabinet has considered the performance of the authority against its priority objectives in the quarter to 31st December 2009 which are defined in "Growing Success" - the Council's Corporate Plan. At the same time, the Cabinet has approved the revised targets, objectives and measures for 2010/2011.

HOUSING AND COUNCIL TAX BENEFITS, ANTI-FRAUD STRATEGY AND PROSECUTION POLICY

In approving the contents of a revised Benefit Fraud Strategy and Policy the Cabinet has authorised staff within the Fraud Team to undertake investigations in fraud affecting Local Taxation and Housing Services and to report to

the relevant Head of Service on their findings.

CHEQUERS COURT, PLANNING BRIEF, SUPPLEMENTARY DOCUMENT

The contents of the planning brief for Chequers Court in Huntingdon has been approved by the Cabinet as a Supplementary Planning Document. The brief sets out the vision for the redevelopment of the area so that developers will be fully aware of what is expected of them in the preparation of more detailed proposals.

GREAT FEN MASTERPLAN

The Overview and Scrutiny (Environmental Well-Being) Panel has received a report on the Great Fen Masterplan which has been approved by the Project Steering Committee. Members have been informed that further detailed work will be undertaken to produce action plans by the partners and that it is for the partners to satisfy themselves as to the business and financial planning aspects of the Great Fen on which they will be leading. The Panel have agreed to a suggestion that a site visit to the Great Fen be convened with representatives of partner groups and the Project Manager present to enable Members to review how the land is being managed and to discuss the project with partners.

The contents of a revised Masterplan for the Great Fen has been considered by the Cabinet. The Masterplan is a spatial plan that indicates how the project might be developed by the partner

organisations. The document was the subject of extensive consultation with interested parties prior to its approval by the Project Partners.

FINANCIAL MONITORING

The Head of Financial Services has drawn to the Cabinet's attention variations to the approved Capital Programme and spending variations in the revenue budget for the current year. Having noted that savings in the revenue budget are likely to be achieved which will enable the contribution to the special reserve to be increased to the sum of £1.6m, the Cabinet has approved its transfer on the closure of the account.

PARTNERSHIP AGREEMENT FOR ICT DEVELOPMENT WITHIN CAMBRIDGESHIRE

The principle of entering into an Information Management and Technology Partnership alongside Cambridgeshire County Council, Cambridgeshire Fire and Rescue Service, Fenland District Council and South Cambridgeshire District Council has been approved by the Cabinet. The purpose of the Partnership is to oversee a number of Cambridgeshire ICT projects including the procurement of the Cambridgeshire Public Sector Network which aims to extend the scope of the shared infrastructure and the "Tell Us Once" Initiative which concentrates on the sharing of information.

LAND AT CEMETERY ROAD, ST. NEOTS

The Cabinet has approved the transfer of land at Cemetery Road, St. Neots to St. Neots Town Council. The Urban District Council of St. Neots acquired the land in 1933 for the purpose of a burial ground. However as a result of local government organisation in 1974 the land became invested to Huntingdonshire District Council and the land was never formally transferred. The terms of the transfer will ensure that the land is used for cemetery purposes only.

WESTERN LINK ROAD, HUNTINGDON

The Cabinet has authorised the Director of Central Services, after consultation with the Executive Councillors for Finance and for Resources and Policy, to approve the terms for the acquisition of properties required for the implementation of the Western Link Road, Huntingdon. The road will improve traffic movements on the ring road and will open up land for new development. The acquisition of properties is subject to an assessment that demonstrates there is minimal risk to the Council.

DEVELOPMENT MANAGEMENT PROCESS

The Development Management Panel has considered the report of the Working Group appointed by the Overview and Scrutiny Panel (Environmental Well-Being) to investigate the process for the determination of planning

applications. Of the recommendations made by the Working Group, the Panel were aware that these either had been largely implemented or were being considered further by the Development Management Division. Above all, the Panel concurred with the conclusion that it was essential to establish an ongoing programme of training and assistance to town and parish councils. The Working Group were commended for their endeavours and the quality of their final report.

PROPOSED S106 AGREEMENT - RAF UPWOOD, RAMSEY

In the event that the Secretary of State determines following the current appeal hearing, that proposed development at RAF Upwood should proceed, the Development Management Panel has, following support by the S106 Agreement Advisory Group, authorised the Head of Law, Property and Governance to enter into an appropriate S106 Agreement for the development.

TOWN CENTRE REGENERATION, HUNTINGDON

The Cabinet has approved in principle the making of a Compulsory Purchase Order to acquire land required for the construction of a multi-storey car park as part of the redevelopment of Chequers Court, Huntingdon. In authorising the Director of Environmental and Community Services to undertake the necessary preparatory work, Executive Councillors have requested that a

Further information can be obtained from the Democratic Services Section ☎ (01480) 388007

further report be submitted to Cabinet on the cost implications of serving the CPO. The redevelopment of Chequers Court is an important element of the overall regeneration of Huntingdon town centre.

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