

A meeting of the **OVERVIEW AND SCRUTINY PANEL (PERFORMANCE AND GROWTH)** will be held in **CIVIC SUITE 0.1A, PATHFINDER HOUSE, ST MARY'S STREET, HUNTINGDON, PE29 3TN** on **TUESDAY, 2ND APRIL 2019** at **7:00 PM** and you are requested to attend for the transaction of the following business:-

**Contact  
(01480)**

## **APOLOGIES**

**1. MINUTES** (Pages 5 - 8)

To approve as a correct record the Minutes of the Overview and Scrutiny Panel (Performance and Growth) meeting held on 5th March 2019.

**A Green  
388008**

**2. MEMBERS' INTERESTS**

To receive from Members declarations as to disclosable pecuniary and other interests in relation to any Agenda item.

**3. NOTICE OF KEY EXECUTIVE DECISIONS** (Pages 9 - 12)

A copy of the current Notice of Key Executive Decisions is attached. Members are invited to note the Plan and to comment as appropriate on any items contained therein.

**H Peacey  
388169**

**4. ALCONBURY ENTERPRISE ZONE - NNDR RECEIPTS** (Pages 13 - 40)

The report on the Alconbury Enterprise Zone – NNDR Receipts is to be presented to the Panel.

**A Moffat  
388400**

**5. GREATER CAMBRIDGE PARTNERSHIP: CHOICES FOR BETTER JOURNEYS CONSULTATION** (Pages 41 - 54)

The Panel are to receive a report on the Greater Cambridge Partnership: Choices for Better Journeys Consultation.

**A Moffat 388400 /  
A Green 388008**

**6. OVERVIEW AND SCRUTINY WORK PROGRAMME** (Pages 55 - 62)

The Panel are to receive the Overview and Scrutiny Work Programme.

**A Green  
388008**

Dated this 25th day of March  
2019



Head of Paid Service

## **Notes**

### **1. Disclosable Pecuniary Interests**

(1) *Members are required to declare any disclosable pecuniary interests and unless you have obtained dispensation, cannot discuss or vote on the matter at the meeting and must also leave the room whilst the matter is being debated or voted on.*

(2) *A Member has a disclosable pecuniary interest if it -*

*(a) relates to you, or*

*(b) is an interest of -*

*(i) your spouse or civil partner; or*

*(ii) a person with whom you are living as husband and wife; or*

*(iii) a person with whom you are living as if you were civil partners*

*and you are aware that the other person has the interest.*

(3) *Disclosable pecuniary interests includes -*

*(a) any employment or profession carried out for profit or gain;*

*(b) any financial benefit received by the Member in respect of expenses incurred carrying out his or her duties as a Member (except from the Council);*

*(c) any current contracts with the Council;*

*(d) any beneficial interest in land/property within the Council's area;*

*(e) any licence for a month or longer to occupy land in the Council's area;*

*(f) any tenancy where the Council is landlord and the Member (or person in (2)(b) above) has a beneficial interest; or*

*(g) a beneficial interest (above the specified level) in the shares of any body which has a place of business or land in the Council's area.*

### **Non-Statutory Disclosable Interests**

(4) *If a Member has a non-statutory disclosable interest then you are required to declare that interest, but may remain to discuss and vote providing you do not breach the overall Nolan principles.*

(5) *A Member has a non-statutory disclosable interest where -*

*(a) a decision in relation to the business being considered might reasonably be regarded as affecting the well-being or financial standing of you or a member of your family or a person with whom you have a close association to a greater extent than it would affect the majority of the council tax payers, rate payers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the authority's administrative area, or*

*(b) it relates to or is likely to affect a disclosable pecuniary interest, but in respect of a member of your family (other than specified in (2)(b) above) or a person with whom you have a close association, or*

*(c) it relates to or is likely to affect any body –*

*(i) exercising functions of a public nature; or*

*(ii) directed to charitable purposes; or*

*(iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a Member or in a position of control or management.*

*and that interest is not a disclosable pecuniary interest.*

### **2. Filming, Photography and Recording at Council Meetings**

*The District Council supports the principles of openness and transparency in its decision making and permits filming, recording and the taking of photographs at its meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening at meetings. Arrangements for these activities should operate in accordance with guidelines agreed by the Council and available via the following link [filming, photography and recording at council meetings.pdf](#) or on request from the Democratic Services Team. The Council understands that some members of the public attending its meetings may not wish to be filmed. The Chairman of the meeting will facilitate this preference by ensuring that any such request not to be recorded is respected.*

**Please contact Mr Adam Green, Democratic Services Officer (Scrutiny), Tel No. 01480 388008/e-mail [Adam.Green@huntingdonshire.gov.uk](mailto:Adam.Green@huntingdonshire.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](http://www.huntingdonshire.gov.uk) (*under Councils and Democracy*).

If you would like a translation of Agenda/Minutes/Reports or would like a large text version or an audio version please contact the Elections & 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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## HUNTINGDONSHIRE DISTRICT COUNCIL

MINUTES of the meeting of the OVERVIEW AND SCRUTINY PANEL (PERFORMANCE AND GROWTH) held in Civic Suite 0.1A, Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN on Tuesday, 5th March 2019.

PRESENT: Councillor D B Dew – Chairman.

Councillors J C Cooper-Marsh, S J Corney, Mrs A Dickinson, Dr P L R Gaskin, D A Giles, M S Grice, K P Gulson, J P Morris, S Wakeford, D J Wells and J E White.

IN ATTENDANCE: Councillors R Fuller and D M Tysoe.

### 61. MINUTES

The Minutes of the meeting of the Committee held on 5th February 2019 were approved as a correct record and signed by the Chairman.

### 62. MEMBERS' INTERESTS

No declarations were received.

### 63. NOTICE OF KEY EXECUTIVE DECISIONS

The Panel received and noted the current Notice of Key Executive Decisions (a copy of which is appended in the Minute Book), which had been prepared by the Executive Leader for the period 1st March to 30th June 2019.

### 64. APPOINTMENT OF VICE-CHAIRMAN

RESOLVED

that Councillor S J Corney be appointed Vice-Chairman of the Committee for the remainder of the Municipal Year.

### 65. MARKETS - ANNUAL REVIEW

Consideration was given to a report by the Business Development Manager (a copy of which is appended in the Minute Book) containing the Annual Review of Huntingdonshire Markets 2018/19. The report was augmented with a presentation by the Business Development Manager and the Markets Officer. In the course of the presentation Members were reminded of the historical financial performance of the market service and acquainted with the initiatives employed in Huntingdon and St Ives that had improved the markets and the service's financial position. These included changing their location and layout, introducing publicity and events in partnership with BID Huntingdon, and differential pricing for pitches.

The Markets Officer went on to outline some of the challenges being experienced. Cyclists frequently posed a hazard and vehicular access

and parking had to be managed and occasionally resulted in confrontation with members of the public. Furthermore, internet traders had an unfair competitive advantage. In conclusion, Members' attention was drawn to the Council's commitment to retaining the markets, their wider benefits to the towns and the planned improvements designed further to improve them.

The Panel commented on the benefits the markets brought to Huntingdon and St Ives by making them more vibrant and increasing footfall. Members endorsed the provision of other events to attract customers. In response to a question by a Member, it was confirmed that Officers always tried to accommodate requests from charities for pitches.

The Panel discussed the measures that might be employed to increase the viability of the markets. Following a question by a Member, the Markets Officer advised that there were differences at the Huntingdon and St Ives markets in the profiles of customers, which he was aware of and would use to design future market strategies.

Members gave extensive consideration to the pricing of pitches. It was noted that there had not been an increase in this respect in the last two years. It had, therefore, been planned to introduce an increase in line with inflation in April this year. Since that decision, there had been a marked downturn in trade and in the number of traders taking pitches. This reflected general retail trends. While it was accepted that in order to maintain the markets' quality pitches should not be free, Members were of the view that other options should be considered. It was suggested that the Council should plan to achieve a cost-neutral service and the price increase should not be introduced. A number of Members supported this suggestion. Another Member however, also suggested that if the increase was applied, the additional income might be used to pay for additional attractions. Officers expressed the view that this was not likely to have a tangible effect but using more of the surplus might generate the required additional footfall. It was agreed to convey the Panel's views to the Executive Councillor for Operations and Regulation to inform a review of the Council's strategic approach to the markets.

## **66. EAST WEST RAIL CONSULTATION**

Councillor R Fuller, Deputy Executive Leader and Executive Councillor for Housing, Planning and Economic Development, introduced a report by the Planning Services Manager (Growth) on a consultation on options for East West Rail between Bedford and Cambridge. A supplementary report containing recommendations on the options also was submitted. Copies of the reports are appended in the Minute Book.

Councillor Fuller introduced the reports and referred to the potential benefits of the preferred options for the District and in particular for St Neots. He stressed that the recommendations had been reached following consultation with Councillors of all parties and with other councils. They also corresponded with the strategic approach adopted for the new Local Plan.

Members discussed the considerations to be taken into account, including the preference for an integrated transport solution with the road network and the need to retain the existing station in addition to a new one. They also commented on the cost of the preferred approach, which significantly exceeded that of the other options, and the challenge this represented if it was to be delivered.

RESOLVED

that the recommended preferred options be endorsed and the Panel's comments be taken into account during preparation of the Council's formal response to the East West Rail consultation.

**67. EXCLUSION OF PRESS AND PUBLIC**

RESOLVED

that the Press and Public be excluded from the meeting because the business to be transacted contains information relating to the financial of business affairs of any particular person (including the authority holding that information).

**68. SHARED SERVICES BUSINESS PLANS**

Consideration was given to a report by the Corporate Director (Services) to which were attached Business Plans for each of the Council's Shared Services for 2019/20. Copies of the report and the Business Plans are appended in the Minute Book.

Councillor D M Tysoe, Executive Councillor for Customer and Digital, informed the Panel that since the Council started sharing services with Cambridge City and South Cambridgeshire District Councils, continuous progress had been made. As a result there had been a positive change in the way the Council operated. He also referred to the challenges experienced by the Shared Services.

Members were reminded of the Business Plans' objectives in previous years. The Business Plans for 2019/20 showed that these had been achieved and demonstrated that the services were being effective. Considerable effort had been put into clearly defining the services' priorities for 2019/20.

The Panel discussed the challenges and risks associated with the Shared Services. Having also considered the future direction of sharing, on the basis of the financial, resilience and effectiveness achievements reported and the fact that the development objectives had been produced following extensive consultation with the Councils' client officers, it was

RESOLVED

that the Cabinet be recommended to approve the Shared Services Business Plans 2019/20 appended to the report now submitted.

**69. RE-ADMITTANCE OF PRESS AND PUBLIC**

RESOLVED

that the press and public be re-admitted to the meeting.

**70. OVERVIEW AND SCRUTINY WORK PROGRAMME**

By means of the report by the Democratic Services Officer (Scrutiny), the Overview and Scrutiny Work Programme was presented to the Panel. A copy of the report is appended in the Minute Book.

Chairman



**NOTICE OF EXECUTIVE KEY DECISIONS INCLUDING THOSE TO BE CONSIDERED IN PRIVATE**

**Prepared by** Councillor G J Bull, Executive Leader of the Council  
**Date of Publication:** 20 March 2019  
**For Period:** 1 April 2019 to 31 July 2019

Membership of the Cabinet is as follows:-

Councillor Mrs M L Beuttell	Executive Councillor for Operations and Regulation	3 Elton Road Wansford Huntingdon PE8 6JD  Tel: 01780 784025 E-mail: <a href="mailto:Marge.Beuttell@huntingdonshire.gov.uk">Marge.Beuttell@huntingdonshire.gov.uk</a>
Councillor G J Bull	Executive Leader of the Council	2 Lancaster Close Old Hurst Huntingdon Cambridgeshire PE28 3BB  Tel: 07780 511928 E-mail: <a href="mailto:Graham.Bull@huntingdonshire.gov.uk">Graham.Bull@huntingdonshire.gov.uk</a>
Councillor R Fuller	Deputy Executive Leader and Executive Councillor for Housing, Planning and Economic Development	8 Sarah Grace Court New Road St Ives Huntingdon PE27 5DS  Tel: 01480 388311 E-mail: <a href="mailto:Ryan.Fuller@huntingdonshire.gov.uk">Ryan.Fuller@huntingdonshire.gov.uk</a>
Councillor J A Gray	Executive Councillor for Strategic Resources	Vine Cottage 2 Station Road Catworth Huntingdon PE28 OPE  Tel: 01832 710799 E-mail: <a href="mailto:Jonathan.Gray@huntingdonshire.gov.uk">Jonathan.Gray@huntingdonshire.gov.uk</a>

Councillor J M Palmer	Executive Councillor for Partnerships and Well-Being	143 Great Whyte Ramsey Huntingdon PE26 1HP  Tel: 01487 814063      E-mail: <a href="mailto:John.Palmer@huntingdonshire.gov.uk">John.Palmer@huntingdonshire.gov.uk</a>
Councillor D M Tysoe	Executive Councillor for Digital and Customers	Grove Cottage Malting Lane Ellington Huntingdon PE28 0AA  Tel: 01480 388310      E-mail: <a href="mailto:Darren.Tysoe@huntingdonshire.gov.uk">Darren.Tysoe@huntingdonshire.gov.uk</a>

Notice is hereby given of:

- Key decisions that will be taken by the Cabinet (or other decision maker)
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part).

A notice/agenda together with reports and supporting documents for each meeting will be published at least five working days before the date of the meeting. In order to enquire about the availability of documents and subject to any restrictions on their disclosure, copies may be requested by contacting the Democratic Services Team on 01480 388169 or E-mail [Democratic.Services@huntingdonshire.gov.uk](mailto:Democratic.Services@huntingdonshire.gov.uk).

→ Agendas may be accessed electronically at [www.huntingdonshire.gov.uk](http://www.huntingdonshire.gov.uk).

Formal notice is hereby given under The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 that, where indicated part of the meetings listed in this notice will be held in private because the agenda and reports for the meeting will contain confidential or exempt information under Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) and that the public interest in withholding the information outweighs the public interest in disclosing it. See the relevant paragraphs below.

Any person who wishes to make representations to the decision maker about a decision which is to be made or wishes to object to an item being considered in private may do so by emailing [Democratic.Services@huntingdonshire.gov.uk](mailto:Democratic.Services@huntingdonshire.gov.uk) or by contacting the Democratic Services Team. If representations are received at least eight working days before the date of the meeting, they will be published with the agenda together with a statement of the District Council's response. Any representations received after this time will be verbally reported and considered at the meeting.

**Paragraphs of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) (Reason for the report to be considered in private)**

1. Information relating to any individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the Financial and Business Affairs of any particular person (including the Authority holding that information)
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations that are arising between the Authority or a Minister of the Crown and employees of or office holders under the Authority
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
6. Information which reveals that the Authority proposes:-
  - (a) To give under any announcement a notice under or by virtue of which requirements are imposed on a person; or
  - (b) To make an Order or Direction under any enactment
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Huntingdonshire District Council  
 Pathfinder House  
 St Mary's Street  
 Huntingdon PE29 3TN.

Notes:- (i) Additions changes from the previous Forward Plan are annotated \*\*\*  
 (ii) Part II confidential items which will be considered in private are annotated ## and shown in italic.

Subject/Matter for Decision	Decision/recommendation to be made by	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
One Leisure Sawtry Operational Management##  → →	Cabinet	18 Apr 2019		Jayne Wisely, Head of Leisure and Health Tel No 01480 388049 or email Jayne.Wisely@huntingdonshire.gov.uk	3	J Palmer	Customer and Partnerships
Alconbury Enterprise Zone - NNDR Receipts***	Cabinet	18 Apr 2019		Andy Moffat, Head of Development Tel No 01480 388400 or email Andy.Moffatt@huntingdonshire.gov.uk		R Fuller	Performance & Growth
Godmanchester Nursery***##	Cabinet	18 Apr 2019		Neil Sloper, Head of Operations Tel No 01480 388635 or email Neil.Sloper@huntingdonshire.gov.uk	3	J Palmer	Customers and Partnerships
Community Resilience Strategy	Cabinet	20 Jun 2019		Chris Stopford, Head of Community Tel No 01480 388280 or email Chris.Stopford@huntingdonshire.gov.uk		J Palmer	Customers and Partnerships

Subject/Matter for Decision	Decision/ recommendation to be made by	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Community Chest Grant Aid Awards 2019/20***	Grants Panel	8 Jul 2019		Chris Stopford, Head of Community Tel No 01480 388280 or email Chris.Stopford@huntingdonshire.gov.uk		J Gray J Palmer	Customers & Partnerships

**Public**  
**Key Decision - Yes**

## HUNTINGDONSHIRE DISTRICT COUNCIL

**Title/Subject Matter:** Memorandum of Understanding – Alconbury Enterprise Zone National Non-Domestic Rate Receipts

**Meeting/Date:** Overview & Scrutiny Panel (Performance and Growth) – 2<sup>nd</sup> April 2019

**Executive Portfolio:** Councillor Ryan Fuller, Executive Councillor for Housing, Planning and Economic Development

**Report by:** Andy Moffat, Head of Development

**Ward(s) affected:** All

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### **Recommendation:**

The Overview and Scrutiny Panel is invited to comment on the proposed split of Alconbury Enterprise Zone National Non-Domestic Rate Receipts above the baseline as set out in the Cabinet report attached at Appendix A, and recommends to Cabinet that it:

1. Agrees the principles of the share of the National Non-Domestic Rates above the set baseline value from the Alconbury Weald Enterprise Zone (EZ) between HDC and the CPCA (Business Board) as set out in paragraph 3.2 of the report to Cabinet; and
2. Agrees that delegation to finalise the Memorandum of Understanding on this basis by given to the Head of Development in consultation with the Executive Councillor for Housing, Planning and Economic Development Portfolio holder.



**HUNTINGDONSHIRE DISTRICT COUNCIL**

<b>Title/Subject Matter:</b>	Memorandum of Understanding – Alconbury Enterprise Zone National Non-Domestic Rate Receipts
<b>Meeting/Date:</b>	Overview & Scrutiny Panel (Performance and Growth) – 2 <sup>nd</sup> April 2019 Cabinet – 18 <sup>th</sup> April 2019
<b>Executive Portfolio:</b>	Councillor Ryan Fuller, Executive Councillor for Housing, Planning and Economic Development
<b>Report by:</b>	Andy Moffat, Head of Development
<b>Ward(s) affected:</b>	All

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**Executive Summary:**

When the Alconbury Enterprise Zone (EZ) was agreed by the Department of Communities and Local Government (DCLG), a business rates baseline figure was set, which is then inflated each year in line with any inflationary increases to the business rates multiplier. This represents the baseline value that HDC is guaranteed for business rate income. When the total business rates for HDC plus the reimbursement from DCLG of the EZ reliefs awarded comes to more than the baseline, there is a balance that is then split. There is no stipulation on how this should then be split. The Department for Business, Energy and Industrial Strategy and the Ministry of Housing, Communities and Local Government have confirmed that it is solely for local partners to agree how funds will be shared/distributed.

The Prospectus for the first wave of EZs, which included Alconbury, stated that “*All business rate growth within the zone for a period of at least 25 years will be retained and reinvested in the local area, to support the local enterprise partnership’s (LEP’s) priorities*”. The new LEP for the area is the Cambridgeshire and Peterborough Combined Authority (CPCA) Business Board. Discussions have been held with CPCA and agreement of the principles of how the receipts will be shared between HDC and the CPCA has now been reached, and are set out in the report.

**Recommendation:**

The Cabinet:

1. Agrees the principles of the share of the National Non-Domestic Rates above the set baseline value from the Alconbury Weald Enterprise Zone (EZ) between HDC and the CPCA (Business Board) as set out in paragraph 3.2; and
2. Agrees that delegation to finalise the Memorandum of Understanding on this basis be given to the Head of Development in consultation with the Executive Councillor for Housing, Planning and Economic Development Portfolio holder.

## **1. PURPOSE of the report**

- 1.1 To seek Cabinet's agreement to the proposed split of National Non-Domestic Rates receipts above the set baseline value (hereafter referred to as Business rate growth) from the Alconbury Weald Enterprise Zone (EZ).

## **2. WHY IS THIS REPORT NECESSARY/BACKGROUND**

- 2.1 On sites in the District off the Enterprise Zone, National Non-Domestic (Business) Rates are split 50% to Government, 40% to the District Council, 9% to the County Council and 1% to the Fire Service.
- 2.2 When the EZ was agreed by the Department of Communities and Local Government (DCLG), a business rates baseline figure was set, which is then inflated each year in line with any inflationary increases to the business rates multiplier. This represents the baseline value that HDC is guaranteed for business rate income. When the total business rates for HDC plus the reimbursement from DCLG of the EZ reliefs awarded comes to more than the baseline, there a balance that is then split. There is no stipulation on how this should then be split. The Department for Business, Energy and Industrial Strategy and the Ministry of Housing, Communities and Local Government have confirmed that it is solely for local partners to agree how funds will be shared/distributed.
- 2.3 The Prospectus for the first wave of EZs, which included Alconbury, stated that "*All business rate growth within the zone for a period of at least 25 years will be retained and reinvested in the local area, to support the local enterprise partnership's (LEP's) priorities*". The LEP envisaged that all business rate growth would be received and allocated by the LEP. The District Council receives all the business rate growth in the first instance and would retain it in the absence of an agreement to split. Discussions have been taking place with the Cambridgeshire & Peterborough Combined Authority (CPCA) because the new LEP for the area is the CPCA Business Board.
- 2.4 The financial modelling initially suggested that if the EZ is developed to its fullest potential it could raise some £150m over the 25-year period. However, the development of the EZ has been slower than anticipated and those premises that have been constructed to date have not brought the projected Business Rates. At the moment Business Rates are running at c.£1m per annum and current projections, which are still dependent on the actual future take up of land, indicate that some £80m might be forthcoming. The EZ status expires on 31<sup>st</sup> March 2037.

## **3. OPTIONS CONSIDERED/ANALYSIS**

- 3.1 As part of the discussions with the CPCA various splits have been explored including the splits on other EZs. These discussions have also had regard to, amongst other matters, the original prospectus, changes since that time, the respective organisations objectives and current financial obligations, the desire to accelerate delivery on the EZ, and the importance of ensuring that there is no financial incentive for the District Council to seek to direct growth outside the EZ.
- 3.2 Taking all matters into account, agreement has been reached, and will be set down in a Memorandum of Understanding (MoU), to split the Business rate growth on the following basis:



- **20% to fund the A14** – both parties agree to commit a contribution to the Cambridge to Huntingdon A14 Improvement Scheme.
- **20% to fund the EZ** – both parties agree to establish an investment fund to accelerate growth of the Enterprise Zone, to include support for the delivery of an agreed list of investment priorities and projects (linked to the Investment & Delivery Plan) for enhance and expedite delivery of the Enterprise Zone; match contribution to support Inward Investment activity and provide FDI resource; and place-based investment priorities within Huntingdonshire.
- **20% to fund the delivery of the CPCA’s** economic priorities across Cambridgeshire & Peterborough.
- **40% to HDC** – investment fund to support delivery of economic priorities in Huntingdonshire.

#### **4. COMMENTS OF OVERVIEW & SCRUTINY**

- 4.1 The comments of the relevant Overview and Scrutiny Panel will be included in this section prior to its consideration by the Cabinet.

#### **5. KEY IMPACTS / RISKS**

- 5.1 The absence of the clarity an agreement will bring would not enable either organisation to properly plan for the future.

#### **6. WHAT ACTIONS WILL BE TAKEN/TIMETABLE FOR IMPLEMENTATION**

- 6.1 The MoU will be considered by the CPCA in May and, once agreed by HDC and the LEP/CPCA, it would be finalised over the subsequent weeks.

#### **7. LINK TO THE CORPORATE PLAN, STRATEGIC PRIORITIES AND / OR CORPORATE OBJECTIVES**

- 7.1 The Corporate Plan includes as priorities to:
- Develop a flexible and skilled local workforce;
  - Accelerate business growth and investment, including supporting the delivery of the Alconbury Enterprise Zone;
  - Supporting development of infrastructure to enable growth.

#### **8. CONSULTATION**

- 8.1 The Government’s Local Growth Team and the Ministry of Housing, Communities and Local Government’s Enterprise Zones team have been consulted on the proposed sharing arrangement and are happy with what is being proposed subject to some detailed comments that can be incorporated into the final document.

#### **9. LEGAL IMPLICATIONS**

- 9.1 The Memorandum of Understanding is not a legal contract but would be the agreed basis on which Business rates growth would be shared.

#### **10. RESOURCE IMPLICATIONS**

- 10.1 The MoU includes the provision that “All legitimate and agreed costs incurred in managing, operating and promoting the Enterprise Zones can be covered from each parties’ respective pot of EZ Fund. This includes all project management, additional marketing or inward investment requirements, consultancy advice and operational support to ensure smooth implementation of the Enterprise Zones.”

**11. HEALTH IMPLICATIONS**

- 11.1 Effective use of the Business rates growth will provide additional employment opportunities and access to a decent job contributes to good health.

**12. REASONS FOR THE RECOMMENDED DECISIONS**

- 12.1 Agreement of the share of the Business rate growth is required to enable receipts to be shared accordingly and enable the respective authorities to plan budgets and actions accordingly.

**13. LIST OF APPENDICES INCLUDED**

Appendix 1 – A plan showing the extent of the designated EZ.

Appendix 2 – A draft Memorandum of Understanding.

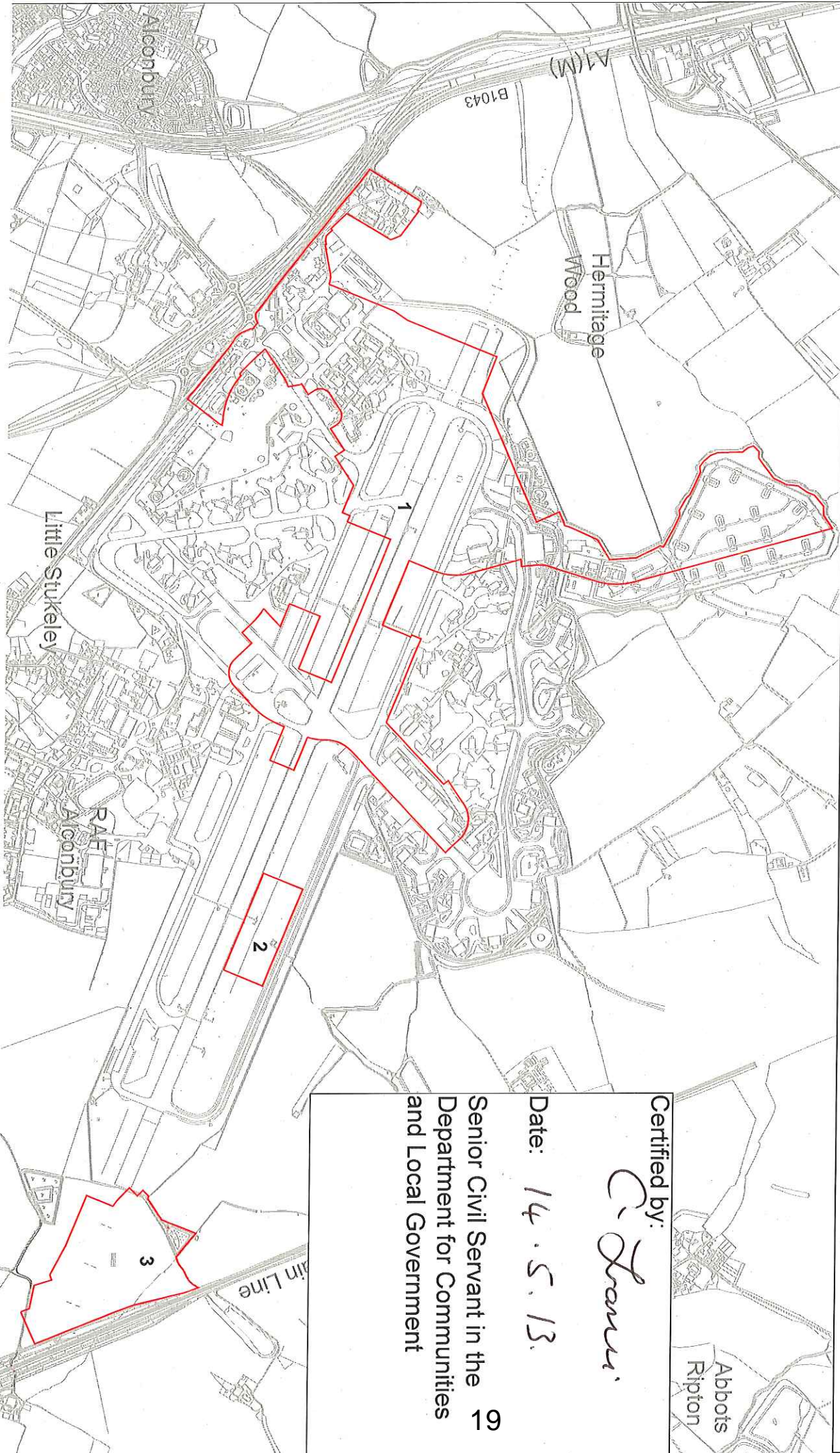
**CONTACT OFFICER**

Name/Job Title: Andy Moffat, Head of Development

Tel No: 01480 388400

Email: and.moffat@huntingdonshire.gov.uk

Maps referred to in the Non-Domestic Rating (Rates Retention) Regulations 2013



Certified by: *C. Stanni*  
Date: 14.5.13.  
Senior Civil Servant in the  
Department for Communities  
and Local Government

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## ALCONBURY WEALD ENTERPRISE ZONE

### MEMORANDUM OF UNDERSTANDING BETWEEN THE GREATER CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY AND HUNTINGDONSHIRE DISTRICT COUNCIL

#### 1. Background

- 1.1. This Memorandum of Understanding sets out the principles, objectives and priorities that should underpin the development and delivery of the Alconbury Weald Enterprise Zone, as agreed with the Cambridgeshire & Peterborough Combined Authority (CPCA) and Huntingdonshire District Council (HDC).
- 1.2. On 17 August 2011, the Government awarded the Local Enterprise Partnership (GCGP LEP) an Enterprise Zone, covering 150 hectares of land within Alconbury Weald.
- 1.3. The Enterprise Zone designation is for 25 years from the commencement date of 1<sup>st</sup> April 2012. **Appendix 1** details the Enterprise Zone boundary map as agreed with Government.
- 1.4. The Cambridgeshire & Peterborough Combined Authority (CPCA) are Accountable Body for the Enterprise Zone, and therefore has a responsibility for its long-term success. The Business Board are responsible for overall delivery of the Enterprise Zone.
- 1.5. Huntingdonshire District Council (HDC) are the Collecting Authority and responsible for the collection of business rates on the Enterprise Zone.
- 1.6. Urban & Civic Limited (U&C) are landowners of Alconbury Weald and will lead the development and marketing of the site. U&C will bring forward development across the Alconbury Weald site which compliments and enhances the viability of the Enterprise Zone.
- 1.7. A signed MOU exists between GCGP LEP and U&C, dated 4<sup>th</sup> April 2012, and is included under **Appendix 2**.
- 1.8. CPCA, HDC and U&C will work together on communications, marketing and delivery of the Alconbury Enterprise Zone as well as reviewing and handling expressions of interest in accordance with key principles.

## 2. Alconbury Weald Enterprise Zone

2.1. Under this Memorandum of Understanding, both CPCA and HDC jointly commit to the following key principles in development and delivery of the Enterprise Zone on Alconbury Weald:

- 2.1.1. In developing the Enterprise Zone all effort should be made to ensure that it avoids local displacement whilst recognising the current constraints facing businesses within the area.
- 2.1.2. Companies locating within the Enterprise Zone should bring genuinely additional business growth and the marketing of the enterprise zone should be targeted in that way.
- 2.1.3. The Enterprise Zone should support CPCA and HDC wider economic priorities and relevant target sectors for the site, as identified and set out in the **Investment and Delivery Plan**.
- 2.1.4. The Enterprise Zone should contain no significant retail, nor “non B Class” uses, unless a business case is made through and agreed by all partners at the **Programme Board**.

### ***In this context:***

- 2.1.5. Local displacement is defined as a scenario whereby a business that is currently located within the local authority district or local area relocates to premises within the Enterprise Zone with no significant added value measured by increase in jobs and annual turnover (i.e. solely to benefit from the business rate discounts).
  - 2.1.6. If a local business intends to expand its operations measured by jobs and annual turnover by taking up premises within the Enterprise Zone, this is not defined as local displacement.
  - 2.1.7. Where a business already located within the local authority area or the local area that expresses a wish to relocate to the Enterprise Zone, the constraints on the effective business operation at the existing site will be a material factor for all parties to consider in the context of displacement.
  - 2.1.8. Where a business already located within the local authority area or the local area that expresses a wish to relocate to the Enterprise Zone is actively looking at relocating outside of the CPCA area the potential job losses resulting from such a move will be a material factor for all parties to consider in the context of displacement.
- 2.2. These principles are consistent with the Government's approach to Enterprise Zones, as set out its Enterprise Zone Prospectus (DCLG March 2011), with the LEP's bid to Government for Alconbury to be an Enterprise Zone and with the Alconbury enterprise zone Implementation Plan (November 2011).

### 3. Terms & Conditions

- 3.1. The Secretary of State offered the LEP and HDC the right to set up and operate the Enterprise Zone, subject to the terms of this Memorandum of Understanding.
- 3.2. HDC will locally collect 100% of any business rate increase (above the baseline position at 31st December 2011) which accrues for a period of 25 years from the commencement date of 1st April 2012), subject to agreed redistribution shares between the CPCA and HDC.
- 3.3. Both parties confirm, having undertaken due investigation, that:
  - 3.3.1. they have obtained or shall use all reasonable endeavours to promptly obtain necessary approvals, authorisations, consents, exemptions, licences, permits, permissions (including planning permission) or registrations necessary to deliver the Enterprise Zone;
  - 3.3.2. they have or will secure the expertise and capacity to set up and operate the Enterprise Zone in accordance with the Application;
  - 3.3.3. they will undertake all the steps to set up and operate the Enterprise Zone and confirm that each of these shall be achieved compliantly (including but not limited to achieving compliance with applicable procurement, state aid, planning law and all rules relating to the collection and distribution of business rates, discount, and use of business rates for investment).

### 4. Investment and Delivery Plan

- 4.1. Guidance for Enterprise Zones sets out that 'local arrangements' are needed to permit HDC (as Local Authority) to engage with the LEP to establish agreed investment priorities, mechanisms for delivery against these priorities, and such resources as may be required to monitor, and programme manage Alconbury EZ.
- 4.2. HDC and U&C will produce and update the Investment and Delivery Plan (the template for this document is included under **Appendix 3**), to agree list of investment priorities over the next 3 years (for the period ending 31st March 2022);
- 4.3. HDC and U&C shall, no later than six (6) months prior to each three (3) year anniversary of the commencement date, agree an Investment & Delivery Plan for review and approval by the CPCA.
- 4.4. The CPCA and HDC will only consider investments to support growth on the Enterprise Zone as identified in the Investment and Delivery Plan, subject to a full business case being submitted to the Programme Board. However, the final decision on an organisation's investment in a scheme will ultimately be within their own decision-making process taken by the respective organisations.

## 5. Business Rates Collection

- 5.1. HDC is required to keep proper and up to date accounts and records giving correct and adequate details of all transactions related to Enterprise Zone business rates and shall permit the duly appointed representatives of the other parties at all reasonable times and on reasonable notice to inspect all such accounts and records.
- 5.2. As the Collecting Authority, HDC shall continue to collect business rates from the Enterprise Zone in accordance with the applicable legislation.
- 5.3. At each financial year end the National Non-Domestic Rates (NNDR) team of the Collecting Authority will confirm with CPCA the amount of business rates attributed and collected in the Area in accordance with the applicable legislation. (Actual NNDR EZ qualifying relief & the actual net rates paid for the relevant fiscal year).
- 5.4. After the collecting authority's financial audit of the business rates, HDC will confirm and administer agreed shares of retained income. HDC shall use its reasonable endeavours to complete its audit and effect payment of retained income to CPCA no later than 31st December of each year, following the preceding financial year end.
- 5.5. The underlying principles which will underpin the allocation and distribution of retained business rates income are as follows:
  - 5.5.1. to ensure that the finances of the Collecting Authority is not disadvantaged by the development within the area;
  - 5.5.2. to earmark funds to accelerate the growth of the EZ and local area;
  - 5.5.3. to earmark funds to deliver jobs and growth across the CPCA area (including within the electoral areas of the Collecting Authority).
- 5.6. HDC agree to annually update the Financial Profile to set out actual and projected business rates income for the Enterprise Zone (**Appendix 4**).

## 6. Business Rates Distribution and Funds

- 6.1. To better control the retained business rates from Enterprise Zone growth, HDC will introduce a suitable mechanism to establish the following **Funds** from Enterprise Zone business rate receipts up to 31st March 2038:
  - 6.1.1. **Fund A14** – both parties agree to commit a contribution to the Cambridge to Huntingdon A14 Improvement Scheme.
    - 6.1.1.1. This is based on **20 percent** (annually of cleared funds) from the Alconbury Weald Enterprise Zone retained business rates (from the previous business rates tax year). This is subject to the aggregate cap of £50m;
    - 6.1.1.2. Payments are due from 1st April 2019 and will be made directly to the Secretary of State for Transport in accordance with



the signed Funding Agreement and dated 7th October 2014 (Appendix 5).

- 6.1.2. **Fund EZ** – both parties agree to establish an investment fund to accelerate growth of the Enterprise Zone.
- 6.1.2.1. This is based on **20 percent** (annually of cleared funds) from the Alconbury Weald Enterprise Zone retained business rates (from the previous business rates tax year). This Fund is broken down further as follows:
- 6.1.2.2. **25 percent** of the Fund EZ is allocated to support delivery of an agreed list of investment priorities and projects (linked to the Investment & Delivery Plan) for enhance and expedite delivery of the Enterprise Zone;
- 6.1.2.3. **50 percent** of the Fund EZ will be used as match contribution to support Inward Investment activity and provide FDI resource;
- 6.1.2.4. **25 percent** of the Fund EZ is allocated for place-based investment priorities within Huntingdonshire, including Haddon (Logistics), Sawtry (Agri-tech), Alconbury & Huntingdon.
- 6.1.3. **Fund CPCA** – investment fund to support delivery of economic priorities across Cambridgeshire & Peterborough. This is based on **20 percent** (annually of cleared funds) from the Alconbury Weald Enterprise Zone retained business rates (from the previous business rates tax year).
- 6.1.4. **Fund HDC** – investment fund to support delivery of economic priorities in Huntingdonshire. This is based on **40 percent** (annually of cleared funds) from the Alconbury Weald Enterprise Zone retained business rates (from the previous business rates tax year). Investment should consider joint proposals for development of both the Enterprise Zone and employment sites in Huntingdonshire between CPCA and HDC.

## 7. Fund Management and Projects

- 7.1. Both CPCA and HDC are tasked with developing project proposals in line with the principles of the Investment & Delivery Plan. The parties will agree individual projects on a case by case basis.
- 7.2. Potential projects to be funded out of EZ Funds include infrastructure or utilities investment on the Enterprise Zone, including access roads, funding for the building of business premises and marketing of the site.
- 7.3. For a project to be funded from Funds, it will need to meet the following criteria:
- 7.3.1. Projects put forward for consideration need to be of an economic development nature, including measures to support property development, infrastructure and utilities provision, business, employment and skills development but not housing or community development;

- 7.3.2. Projects must lead to the creation of jobs, business and/or commercial property in the Enterprise Zone. This will drive physical development and the generation of rateable income from the site;
  - 7.3.3. Requests for funding should primarily be in respect of capital for projects rather than revenue funding for programmes;
  - 7.3.4. Projects must be deliverable and realistic in terms of funding requested. EZ Funds cannot fund major infrastructure developments on its own but could contribute towards them pro-rata.
  - 7.3.5. Funding needs to relate to the time frame within which it is generated or there needs to be a commitment from HDC to fund potential projects by borrowing against future allocations of EZ Funds EZ;
  - 7.3.6. Projects will need to show clear causal relationship in terms of benefit to the Enterprise Zone of local area. Benefits need to be proven rather than assumed or deduced. Projects may need to be ranked accordingly in terms of awarding funding;
  - 7.3.7. Funding will be prioritised for projects which accelerate development of the Enterprise Zone;
  - 7.3.8. Funding cannot be sought for projects or programmes that could be funded from alternative sources, but matched funded projects will be welcomed;
  - 7.3.9. Funding will principally be by way of grant or guarantee but may, in exceptional circumstances, be by way of loan or investment.
  - 7.3.10. Funding must not breach the state aid rules; and the recipient will be required to warrant that the funding will not breach the state aid rules;
- 7.4. Where funding from EZ Funds is used to fund a Project which directly generates revenue (such as rental income, fees or royalties) or is used to fund the purchase of a capital asset which has a residual value at the end of the project as set out in the project documentation (with such revenue and/or residual value being referred to as "Revenue"), the parties shall, as part of the project development process, agree how the Surplus will be shared.
- 7.4.1. "Surplus" is the Revenue less:
    - 7.4.1.1. all interest and borrowing costs and charges properly incurred by the funders of the relevant project; and
    - 7.4.1.2. all maintenance, operational and similar costs properly incurred by the operators of the relevant Project.
- 7.5. For the avoidance of doubt, the arrangements relating to the sharing of surplus above will only apply to projects which generate revenue. The parties acknowledge that many of the projects funded from EZ Funds will not be intended to generate Revenue or could generate revenue. However, where the parties believe that a project might generate Revenue, they shall put in place, as part of the funding arrangements for that project:

7.5.1. measures to ensure that costs and Revenue are properly recorded and monitored; and

7.5.2. provisions in respect of the reporting and payment of Surplus shares.

7.6. CPCA Board consent is required before any party prematurely terminates any revenue generating project.

## 8. Administration Costs

8.1. EZ Funds can cover direct costs in terms of identified and agreed interventions which add value to the Enterprise Zones as a first principle.

8.2. All legitimate and agreed costs incurred in managing, operating and promoting the Enterprise Zones can be covered from each parties' respective pot of EZ Fund. This includes all project management, additional marketing or inward investment requirements, consultancy advice and operational support to ensure smooth implementation of the Enterprise Zones.

## 9. Governance

9.1. The **Alconbury Weald Enterprise Zone Steering Group** will report to and be accountable to the CPCA Business Board. The parties will specifically report to the Board on the development of the Enterprise Zone site, overall business strategy.

9.1.1. The Alconbury Weald Enterprise Zone Steering Group membership will be comprised of the CPCA and The Local Authority, each will have 2 members (1 Officer and 1 Councillor).

9.2. At a working level, the **Alconbury Weald Enterprise Zone Programme Board** will support the Alconbury Weald Enterprise Zone Steering Group in relation to site issues, and address the wider issues related to development and delivery of the site.

9.2.1. The Alconbury Weald Enterprise Zone Programme Board membership will be comprised of CPCA, HDC, Urban & Civic (including BEIS local, Homes England or other specialists by invitation as required).

9.3. Where possible, day to day decisions over contentious business enquiries will be taken by the Programme Board, and where agreement cannot be reached on a case, this would then be escalated up to the Alconbury Weald Enterprise Zone Steering Group and ultimately the LEP Business Board for further review.

9.4. Terms of Reference (**Appendix 6**).

## 10. Marketing and Branding

10.1. The developer will take the lead on the marketing and branding of Alconbury Weald Enterprise Campus as a whole, the CPCA and HDC will ensure that co-ordination and complementary input into this and be consulted through the Programme Board. The developer will lead on the

marketing plan for the site; this will be issued within 6 months of entering into this agreement.

- 10.2. Requirements for site marketing: Alconbury Weald Enterprise Campus brand and marketing should be used in addition use of DCLG and Enterprise Zone logos will be required within marketing communications and signage. The developer is expected to fund all site marketing.

## **11. Planning**

- 11.1. To facilitate accelerated growth on the Enterprise Zone, the District Council is committed to making swift planning decisions. Where planning decisions are required, the District Council shall coordinate with other stakeholders (CPCA) to provide clear and concise pre-application advice to guide the applicant to prepare high quality schemes that will gain planning permission.
- 11.2. The District Council will seek to determine planning applications under delegated powers unless there are clear planning reasons that would require a decision by planning committee.

## **12. Monitoring**

- 12.1. The developer agrees to provide details of enquiries and complete the return at quarterly intervals (Appendix 7).
- 12.2. At the beginning of each financial year the Local Authority is to report to the Alconbury Weald Enterprise Zone Steering Group:
  - 12.2.1. Level of Business Rates received on the Enterprise Zone;
  - 12.2.2. Level of Investment available for the Enterprise Zone;
  - 12.2.3. If Business Rates are not to be reinvested in the Enterprise Zone details of what the Local Authority are using funding for to be submitted.

## **13. Overall Commitment**

- 13.1. Both parties share a commitment to do more to develop the productivity of firms, raise skill levels, make home ownership affordable, address health and educational inequalities, and generate revenue to pay for public services in the future. Partnership is essential to delivery and the public sector, needs to work more closely to leverage all its resources.
- 13.2. Both parties are committed to coordinate resources and build a consensus that gives communities, businesses and central government the confidence that when they make decisions to live, grow and invest in our sub-region knowing there's not a better area in the country to do it.

*In this regard,*

13.3. Both parties are aligned to the objective of **working together to bring about inclusive growth across our sub-region to support growth and create healthy and prosperous communities and places:**

13.3.1. Collaborate on proposals for **future strategic planning;**

13.3.2. **Explore joint opportunities** for investment to enable growth, particularly in infrastructure or skills development;

13.3.3. **Provide joint investment** for initiatives that contribute to inclusive growth, including through new funding models;

13.3.4. **Build on the existing partnership working** for mutual benefit that improve the lives of residents and workers in the sub-region;

13.3.5. **Develop a coordinated approach** to invest Enterprise Zone retained business rates on specifically agreed projects;

13.3.6. **Share information, data and evidence** that informs the future development of the sub-region.

#### **14. Term**

14.1. The term of Enterprise Zone status runs to **31<sup>st</sup> March 2038**. To allow all parties to review their interests, in the first instance this Memorandum of Understanding extends to 31st March 2024 (covering a 5-year period).

#### **15. Escalation**

15.1. If any party has any issues, concerns or complaints regarding this Agreement or the operation of the EZ Funds, that party shall notify the other parties and the parties shall then seek to resolve the issue by a process of consultation.

15.2. Unless otherwise agreed by the parties or ordered by an appointed arbitrator, all reasonable costs of mediation and/or arbitration incurred by the parties can be met from EZ Funds.

#### **16. Confidentiality and Freedom of Information**

16.1. Each party undertakes that it shall not at any time during the term, and for a period of five years thereafter, disclose to any person any confidential information of any other party concerning the terms or operation of this Agreement.

16.2. Each party may disclose such confidential information of another party:

16.2.1. to its employees, officers, representatives or advisers who need to know such information for the purposes of exercising the party's rights or

carrying out its obligations under or in connection with this Agreement;  
and

16.2.2. as may be required by law, a court of competent jurisdiction or any governmental or regulatory authority.

16.3. No party shall use any other party's confidential information for any purpose other than to exercise its rights and perform its obligations under or in connection with this Agreement.

16.4. Each party acknowledges that the other parties are subject to the requirements of FOIA and the Environmental Information Regulations and shall assist and co-operate with the other parties to enable the other parties to comply with those requirements.

## **17. Intellectual Property**

17.1. Subject always to any specific arrangements agreed in respect of the ownership of any intellectual property rights generated in connection with any Project, the parties agree that any intellectual property rights created in connection with this Agreement shall vest in the party whose employee created them.

17.2. Where any intellectual property right vests in any of the parties, that party shall grant an irrevocable, royalty-free licence to the other parties to use that intellectual property for the purposes of, or in connection with, this Agreement.

## **18. Termination**

18.1. This Agreement shall terminate by Multilateral Termination:

18.1.1. by the agreement of the CPCA, HDC and Secretary of State;

18.1.2. if there is a change in law, regulations, policy or binding guidelines which makes the continuation of this Agreement unlawful or the arrangements under this Agreement unnecessary;

18.1.3. if CPCA ceases to exist; or

18.1.4. on the 25<sup>th</sup> anniversary of the Enterprise Zone commencement date of 1st April 2012.

## **19. Change Control**

19.1. If any party wishes to change the scope and/or terms of this Agreement, it shall prepare and circulate to all other parties a written notice setting out the proposed changes, the reasons for requesting those changes and the likely impact of those changes on the operation, performance and wording of the Agreement. The Requester shall send notice of the proposed changes to all other parties, giving those parties a period of no less than 60 days (reducible to as low as 20 days in cases which the Requester, acting reasonably, deems to be urgent) to respond and comment.

## **20. General**

- 20.1. No variation of this Agreement shall be valid unless it is in writing and signed by or on behalf of each of the parties.
- 20.2. A waiver of any right under this Agreement is only effective if it is in writing and it applies only to the party to whom the waiver is addressed and the circumstances for which it is given.
- 20.3. Nothing in this Agreement is intended to, or shall operate to, create a partnership between the parties, or to authorise either party to act as agent for the other, and none of the parties shall have authority to act in the name or on behalf of or otherwise to bind the others in any way (including the making of any representation or warranty, the assumption of any obligation or liability and the exercise of any right or power) and none of the parties shall incur any expenditure in the name of or for the account of the others.

## **21. Appendices**

Appendix 1: Enterprise Zone Boundary Map

Appendix 2: MOU agreement between GCGP and U&C

Appendix 3: Investment and Delivery Plan (Template)

Appendix 4: Financial Profile (as of 31st December 2018)

Appendix 5: Cambridge – Huntingdon A14 Improvement Scheme Funding Agreement

Appendix 6: Alconbury Enterprise Zone – Terms of Reference #

Appendix 7: Alconbury Enterprise Zone – Quarterly Monitoring Return (Template)

**Acceptance**

Signed for and on behalf of **Cambridgeshire & Peterborough Combined Authority:**

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Kim Sawyer, Chief Executive

Date: \_\_\_\_\_

Signed for and on behalf of **Huntingdonshire District Council:**

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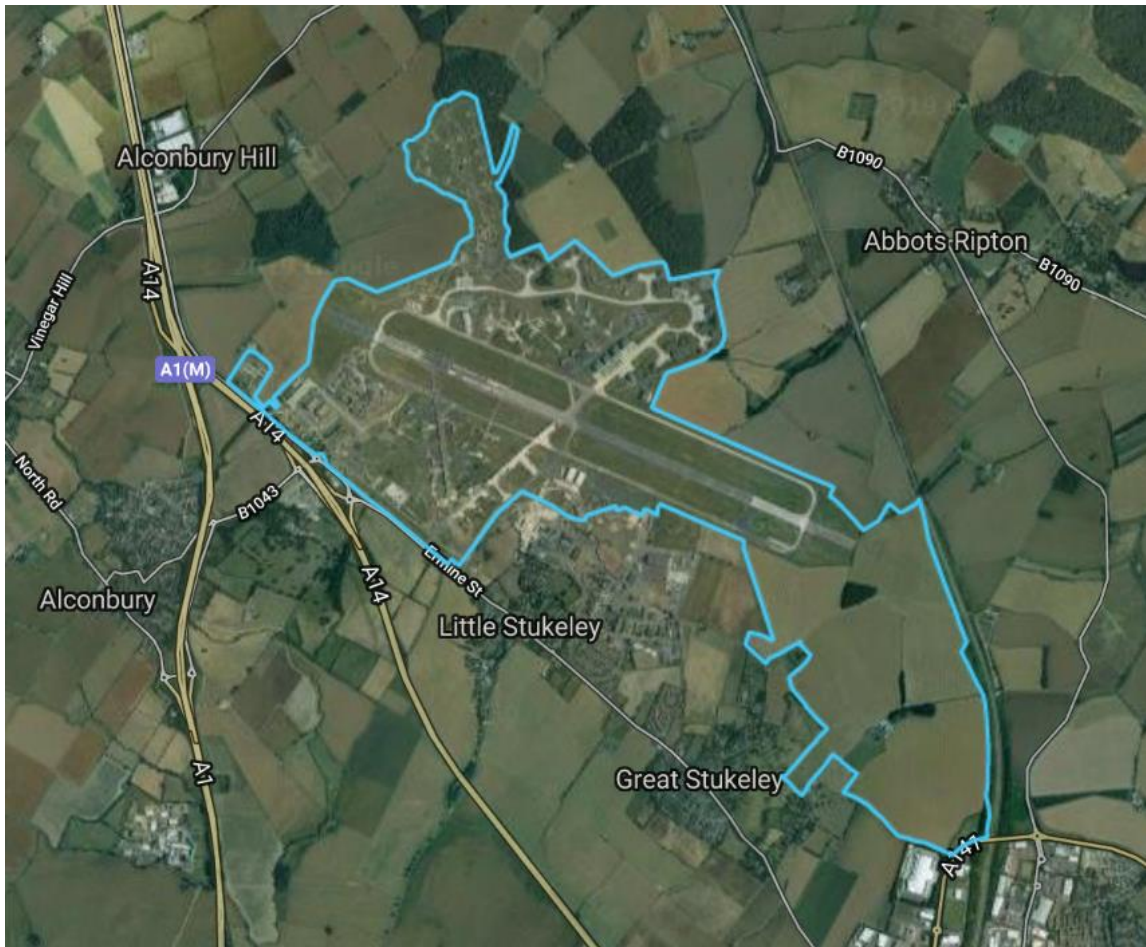
Jo Lancaster, Chief Executive

Date: \_\_\_\_\_

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## Appendix 1: Alconbury Enterprise Zone Boundary Map



Alconbury Enterprise Zone  
Enterprise Campus, Alconbury Weald, Huntingdon PE28 4XA

**Appendix 2: MOU Agreement between GCGP LEP and Urban & Civic**

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**Appendix 3: Alconbury Enterprise Zone - Investment & Delivery Plan  
(Template)**

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**Appendix 4: Alconbury Enterprise Zone - Business Rates Financial Profile (as of 31st December 2018)**

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**Appendix 5: Cambridge to Huntingdon A14 Improvement Scheme  
Funding Agreement**

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## Appendix 6: Alconbury Enterprise Zone - Terms of Reference

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**Appendix 7: Alconbury Enterprise Zone – Quarterly Monitoring Return (Template)**

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**Public  
Key Decision - No**

## HUNTINGDONSHIRE DISTRICT COUNCIL

<b>Title/Subject Matter:</b>	Greater Cambridge Partnership – Choices For Better Journeys Consultation
<b>Meeting/Date:</b>	Overview and Scrutiny Panel (Performance and Growth) – 2nd April 2019
<b>Executive Portfolio:</b>	Executive Councillor for Housing, Planning and Economic Development
<b>Report by:</b>	Democratic Services Officer (Scrutiny)
<b>Wards affected:</b>	All

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### **Executive Summary:**

The Greater Cambridge Partnership (GCP) is the local delivery body for 'City Deal' and is a partnership of Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council and the University of Cambridge. It has launched a consultation titled '[Choices for Better Journeys](#)'. The GCP wants feedback on: the new public transport network for Greater Cambridge and beyond; ways to fund the public transport network and reducing congestion in order to improve air quality.

The relevance to Huntingdonshire is that there are a significant number of residents who commute to Cambridge each day. Added to that, there are residents who travel to Cambridge in order to enjoy the retail and recreational offering. Any change to public transport network would impact on these residents.

The Cambridgeshire and Peterborough Independent Economic Review also reiterated that a large part of Huntingdonshire, including St Neots, Huntingdon and St Ives, are part of the Greater Cambridge Sub-Economy. Journeys from, as well as to, Cambridge will become increasingly important.

The proposals include improved bus services, investment in cycling and walking, and the development of the Cambridgeshire Autonomous Metro (CAM).

GCP asked for views on this consultation by the 31st March 2019, but as the documents make clear this consultation is part of 'continuing our big conversation'.

### **Recommendation:**

That the Overview and Scrutiny Panel (Performance and Growth) reviews the 'Choices For Better Journeys' consultation document and makes comment on the views that the District Council should make as part of this continuing conversation.

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**GREATER  
CAMBRIDGE  
PARTNERSHIP**

Growing and sharing prosperity



# CHOICES FOR BETTER JOURNEYS

## Continuing our Big Conversation

43



Tell us your views on proposals for a future public transport network and ways to reduce congestion by 31 March 2019.

[#BetterGreaterCambridgeJourneys](#)

[www.greatercambridge.org.uk/  
choicesbetterjourneys2019](http://www.greatercambridge.org.uk/choicesbetterjourneys2019)



# INTRODUCTION

## The Greater Cambridge Partnership wants to find out your views on creating a world class transport system.

We want to create a world class public transport system that makes it easy to get into, out of, and around Cambridge. We need to significantly improve public transport across the area, alongside continued improvements to walking and cycling provision, to give people better choices for their journeys.

### We want your feedback on:

- Ideas for the new public transport network for Greater Cambridge and beyond.
- Ways to fund and deliver the public transport network.
- Reducing congestion and improving air quality.



## To create a world class transport network for Greater Cambridge, we need to consider some key challenges:



**Reduce congestion to run faster, more frequent and reliable services: traffic needs to reduce by up to 15% on 2011 levels (that's up to 24% on today's levels).**



**Pay for improved public transport, cycling and walking networks over the longer term, which requires investment of around £20m per year.**



**Improve air quality as we expand the public transport network. In Greater Cambridge, 106 deaths per year are attributed to poor air quality.**

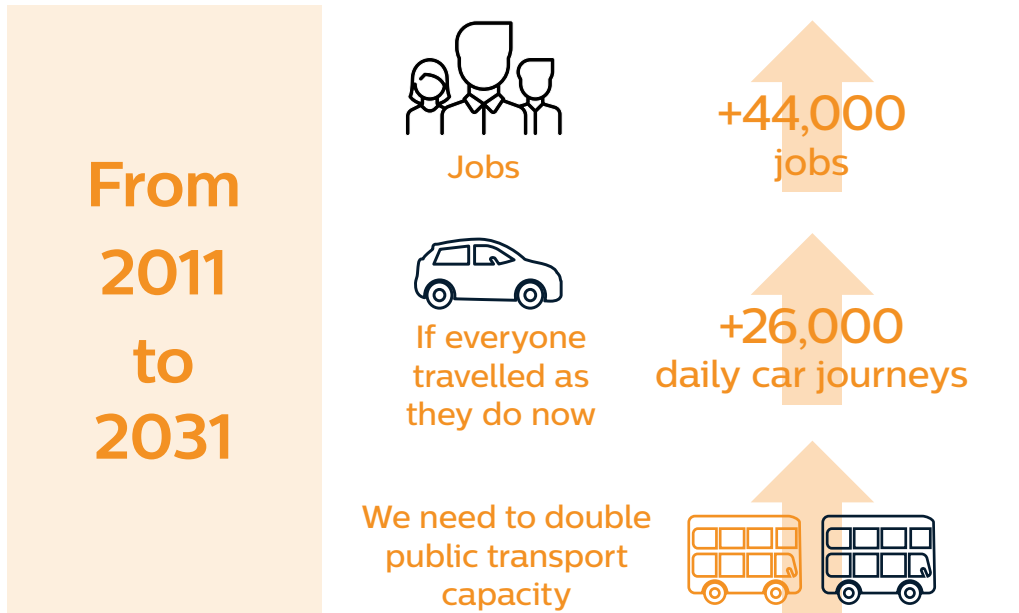
There are a number of ideas we could consider to address these challenges, including road charging, changes to parking and restricting vehicle access to roads. These solutions could be used independently or in combination and there's further information about these on pages 8-10.

# THE CHALLENGE

Traffic has increased dramatically in the last decade in Greater Cambridge, with almost a quarter of people's commuting time now spent in traffic jams. Congestion is affecting people's quality of life, the environment and productivity.

Rising employment will bring new jobs and opportunities for future generations – but growing congestion threatens Cambridge's future.

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**We need to reduce traffic by 24% to create manageable levels.**



**We need to encourage more people to walk, cycle or use public transport, and we want to do so through improved services and better facilities for walking and cycling.**

## Our Big Conversation

In autumn 2017, 'Our Big Conversation' asked people about the travel challenges they face and their ideas for the future to help us consider where money should be invested. We spoke to thousands of people at events and received over 10,000 comments.

Many people during Our Big Conversation said that a more affordable public transport network, with better availability and reliability, would be of great benefit to them.

### Your main transport challenges



**64.6%**

Congestion



**42%**

Lack of adequate public transport



**42%**

Lack of reliable public transport

**So, we now want to continue the conversation with you, by asking for your views on:**

- proposals to transform public transport to offer a better alternative to the car,
- different options for tackling congestion, improving air quality and freeing-up road space,
- funding a future improved public transport system.

# A WORLD CLASS PUBLIC TRANSPORT SYSTEM FOR GREATER CAMBRIDGE

You told us that you would like to see a huge improvement in public transport to improve travel choices. To do this, we need to double the capacity to provide a real alternative to travelling by car.



## Bus services

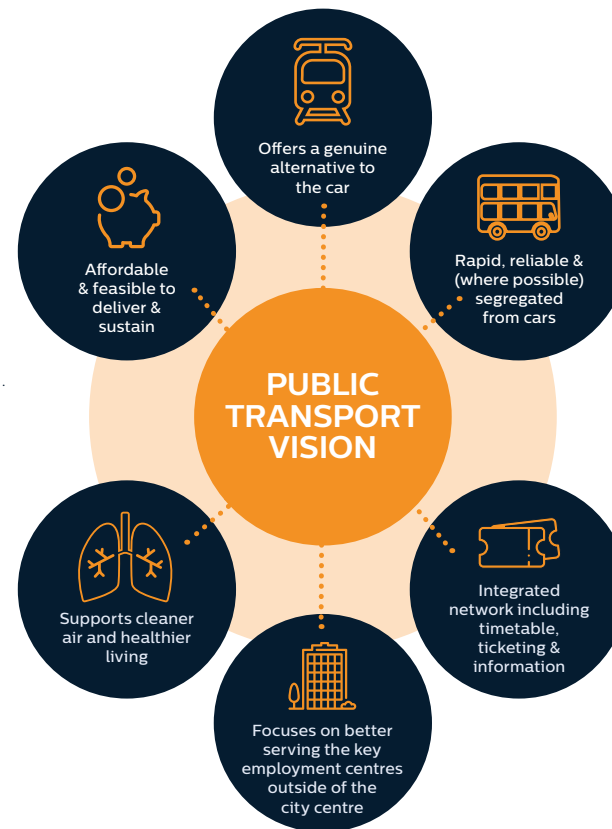
We need a better public transport system to ensure that most commuters have a quicker, more convenient and reliable journey than by car. We need to make more efficient use of road space and significantly increase the number of sustainable public transport vehicles on our network.

The GCP is putting in place new infrastructure to better connect communities and businesses. This includes new, segregated routes along key corridors, new Park & Rides and upgrades to Milton Road and Histon Road.



## Cycling and walking

The GCP will continue to invest in the cycle and walking network through the Greenways and Chisholm Trail projects. Through our Making Spaces for People project we are looking to design streets in the future for people, not vehicles. This could include more space for walking and cycling and new uses for public spaces.



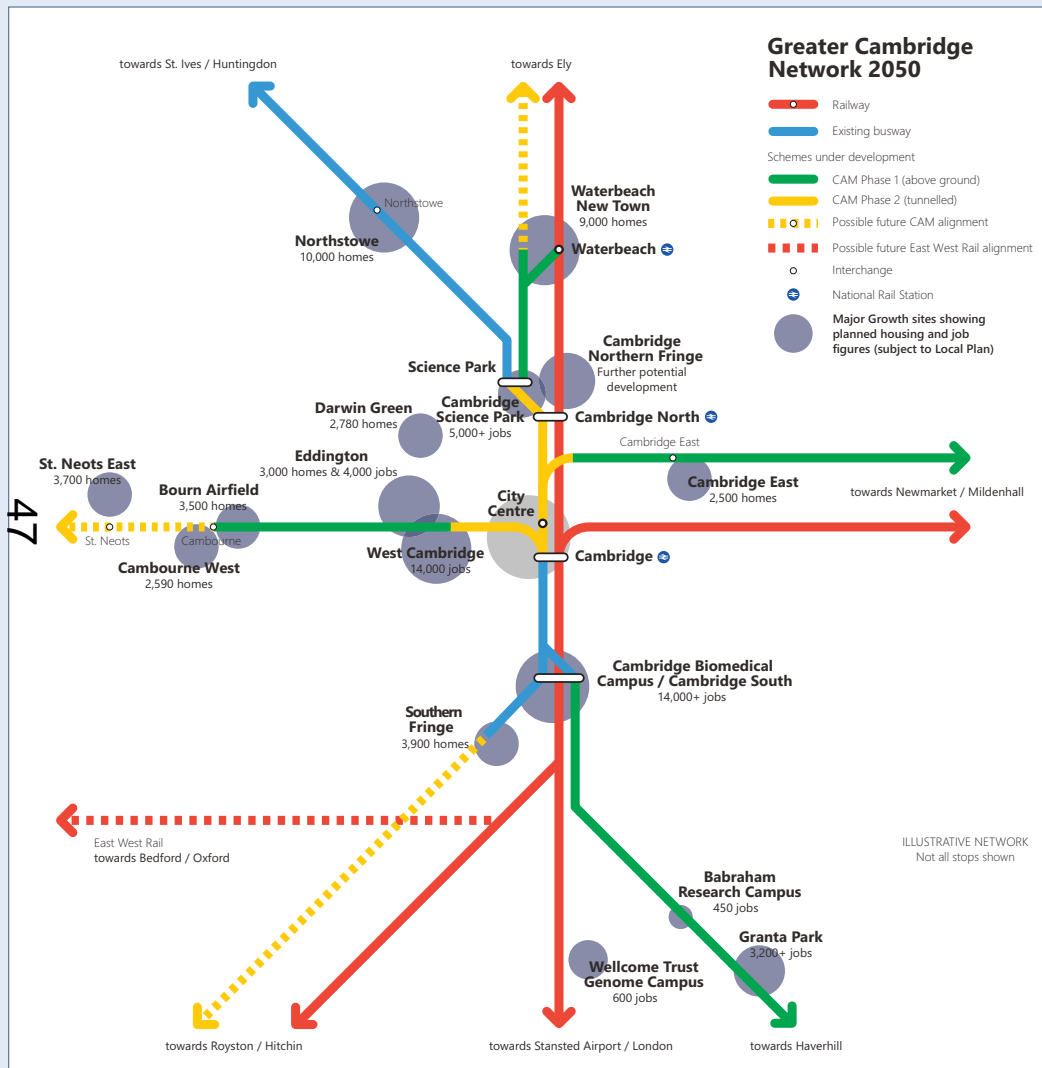
## Funding our public transport network

An efficient public transport network will encourage more people to take the bus and increase revenue from fares, but additional funding will be required to support bus services into the future. A viable, attractive public transport network for Greater Cambridge is estimated to cost at least £20million per year. With increasing pressure on local government and budgets, new funding will need to be found.



## Cambridgeshire Autonomous Metro (CAM)

Part of this vision is to develop a metro system for Greater Cambridge, enabling people to travel into and out of the city as quickly as possible, and links with other forms of transport, such as bus services and rail. We are working with the Mayor and Combined Authority of Cambridgeshire and Peterborough on proposals for the metro system and the Cambourne to Cambridge public transport scheme could form the first phase of the CAM network.



## The Greater Cambridge Future Network

The world class public transport network for Greater Cambridge will provide vastly improved services with excellent links to road, rail, and walking and cycling networks to keep people moving.

## Improving Air Quality and Our Public Spaces

There is increasing concern about the impact of air pollution on our health in Greater Cambridge. Emerging analysis shows that 106 deaths each year are attributed to poor air quality in Greater Cambridge – that's 5% of all deaths.

The World Health Organisation (WHO) advises that there are no safe levels for the effect of Particulate Matter (PM) emissions on human health. Poor air quality is estimated to cost the UK £20 billion every year to our health services and businesses\*.

Our recent report looked into the feasibility of a Clean Air Zone to improve air quality in Cambridge. The report found that air quality in Cambridge will worsen in the future if there is no reduction in emissions from road traffic.

Many streets in Cambridge are congested with cars, restricting access for people.

We are currently working on a new Making Space for People strategy to ensure that we design our streets for people first, rather than vehicles.

**More information:**

**Clean Air Zone:**

[www.cambridge.gov.uk/clean-air-zone](http://www.cambridge.gov.uk/clean-air-zone)

**Making Space for People:**

[www.cambridge.gov.uk/making-space-for-people-sp2](http://www.cambridge.gov.uk/making-space-for-people-sp2)

\*February 2016 - Royal College of Physicians and Royal College of Paediatrics and Child Health, *Every Breath We Take*



# USING PUBLIC TRANSPORT IN THE FUTURE

The future transport network will offer a quicker, more frequent and reliable service. Extended operating hours and a single ticketing system will provide more options and make it easier to get around.



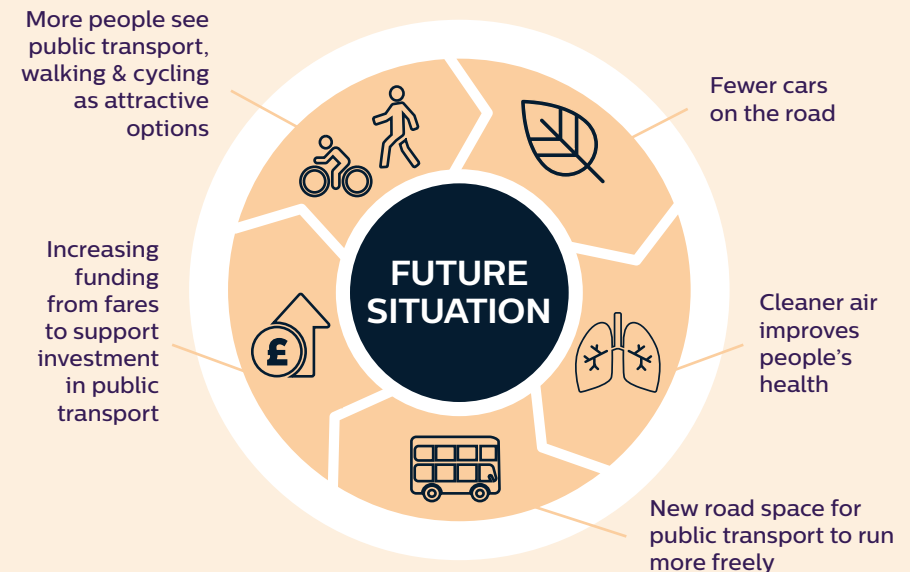
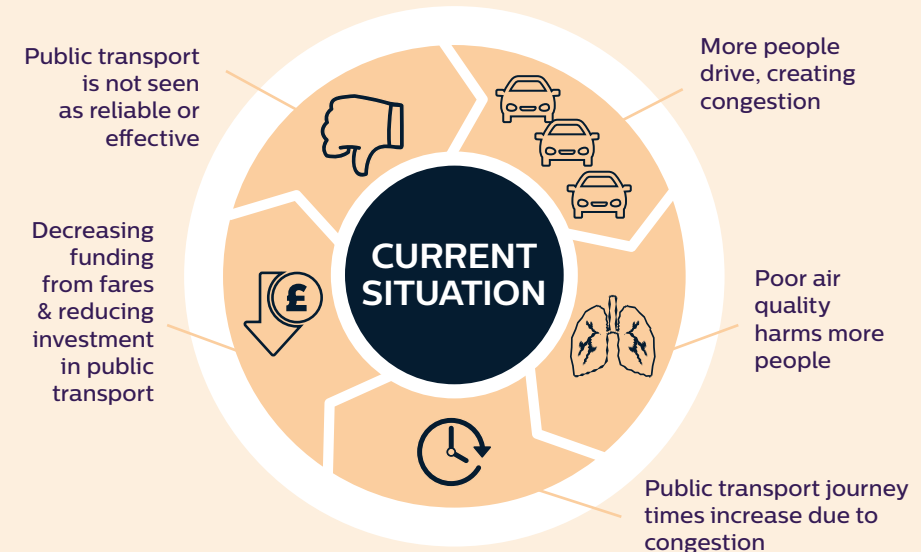
On the busiest routes, between the biggest residential and employment areas, **around three quarters of people will have a better journey by public transport than by car.** Villages will benefit from new services linking them into the network, speeding up journey times and offering simpler routes.

More cycling and walking facilities will open up new routes, offering more options for shorter journeys.

## Examples of future journey times

Journey	Timetabled journey time (now)	Actual journey time (now)	Journey time needed in the future
Waterbeach to Cambridge Biomedical Campus	>50 minutes	60-80 minutes	<25 minutes
Haverhill to West Cambridge	80 minutes	90-130 minutes	<50 minutes
Cambourne to Cambridge Science Park	>60 minutes	80-110 minutes	<30 minutes
Newmarket to Cambridge city centre	50 minutes	45-50 minutes	<30 minutes

## Public Transport that works for Greater Cambridge






# EXAMPLES OF FUTURE JOURNEYS

Here are a few examples of how people could use a future public transport network in 2030. These are for illustrative purposes – we want to hear from you about how your journey could change.

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### Katerina




**Occupation:** Full-time Care Assistant at Addenbrooke's Hospital

**Home:** Harston

**Journey in 2030:** On-demand shuttle service to work from her local Park & Ride, guaranteeing a reliable journey time irrespective of the time of day.

**How her journey improved:** No longer does she get stuck in traffic or spend time circling the streets to find a parking space.

### James and Maggie




**Occupations:** **James** - Administrator in a law firm  
**Maggie** - Marketing

**Home:** Haverhill

**Journey in 2030:** After they've dropped off their children, the local travel hub allows them both to commute to different parts of Cambridge by CAM.

**How their journey improved:** Downsized to one car as they don't have to drive all the way into work anymore, saving them over £400 a month.

### Simon




**Occupation:** Retired postal worker

**Home:** Cherry Hinton, Cambridge

**Journey in 2030:** Uses the bus to go shopping and attend medical appointments.

**How his journey improved:** Doesn't need to walk long distances to the bus stop or pay for taxis.

### Victor



**Occupation:** Sixth form student

**Home:** Papworth

**Journey in 2030:** Catches a bus to Cambridge Regional College for studying or travelling to Trumpington Meadows for his apprenticeship.

**How his journey improved:** The bus service is direct to where he needs to go and is quick and reliable. Extended evening bus services means that he can spend more time with his friends after college.

# HOW CAN WE DELIVER BETTER PUBLIC TRANSPORT?

Cambridge is a historic city with limited space available for people to move around. At the moment public transport often gets stuck in traffic, leading to slower, less reliable journeys.

We need to reduce the number of cars on the road and create space for more sustainable transport. We also need to raise money to pay for a transformed public transport network that offers a more attractive journey than the car.

There are several ways we could do this, from physical measures such as limiting access to roads at certain times, to changing the availability and cost of parking, to charging vehicles to use roads at certain times. Not all measures will generate enough revenue or reduce congestion to provide better public transport, so could only be effective if used as part of a package.

**Before any of these options were introduced, it would be important that an improved public transport system was in place so people had alternative options. The City Deal money gives us a once in a generation opportunity to fund public transport improvements in the short term, rather than raising revenue before making changes.**

We want to hear your views on how the different options, alongside better public transport, would impact you and your community.

These ideas are for illustrative purposes only. The estimated reduction in congestion is compared to 2011 levels - we are looking to achieve a 15% reduction from this.

## PHYSICAL MEASURES

Restricted access for cars to specific roads or areas at busy times.



©Martin Pettitt

### Estimated Congestion Reduction

↓ **Up to 24%** depending on area, but traffic may be displaced to other areas.

### Potential Revenue Raised Per Year

£ **None directly** would need to consider revenue sources alongside.



- Cleaner air in areas without motor traffic.
- More welcoming environment for pedestrians and cyclists.
- Could help to reduce congestion and enable faster, more reliable public transport journeys in areas with targeted closures.



- Risk of traffic being displaced to other roads, causing congestion in other areas.
- Does not raise revenue to reinvest in public transport.

## PARKING CONTROLS

Changes to car parking in Cambridge, by reducing parking availability or increasing charges.



### Estimated Congestion Reduction

↓ **4%** for an increased charge of £5 per use (illustrative example).

### Potential Revenue Raised Per Year

£ **£16 million** for an increased charge by £5 per use (illustrative example).



- Encourages some use of public transport, walking and cycling.
- Could free up space for other uses.
- May lead to shorter queues for car parks.



- Required reduction in congestion won't be met by this method alone.
- Revenue from parking charges will be reduced if fewer people choose to park.

## WORKPLACE PARKING LEVY (WPL)

A yearly fee is charged for staff car parking.



### Estimated Congestion Reduction

↓ **2%** for charging £1000 a year per parking space at business premises (illustrative example).

Most employers are predicated to not pass on the charge to their staff.

### Potential Revenue Raised Per Year

£ **£13 million** for charging £1000 per parking space at business premises.



- Encourages businesses to support employees to use sustainable travel options and/or release parking.
- Can encourage commuters to use public transport, walk or cycle, if businesses pass on the charge to their employees.
- Could free up space for other uses.



- Very limited impact on congestion as low levels of employee parking in many parts of the city.
- Impact dependent on business response and whether charge is passed on.

# HOW CAN WE DELIVER BETTER PUBLIC TRANSPORT?

## FLEXIBLE CHARGE

Charging motor vehicles to drive into and around Cambridge at the busiest times.



### Estimated Congestion Reduction

↓ **15%** various charging options available to meet required congestion reduction.

### Potential Revenue Raised Per Year

£ **£40 million+** depending on scheme definition.



- Could deliver the required reduction in traffic.
- Potential to provide further funding for cheaper fares, and walking and cycling enhancements.
- Provides long-term funding for public transport.
- Flexibility would enable scheme to tackle busiest times and to evolve over time.
- Could work alongside a pollution charge.



- Risk that cars avoid the area, leading to greater congestion elsewhere.
- The scheme could be perceived as unfairly penalising those who live outside Cambridge, but evidence shows that 50% of journeys are within the city.

## POLLUTION CHARGE

Charging polluting vehicles to drive into and around Cambridge.



### Estimated Congestion Reduction

↓ **Up to 15%** initially but could decrease as vehicles become cleaner.

### Potential Revenue Raised Per Year

£ **£25 million** depending on scheme definition, but could decrease as vehicles become cleaner.



- Cleaner air and fewer deaths and illnesses related to air pollution.
- Encourages drivers to move to less polluting vehicles.
- Incentivises businesses to upgrade their fleets.
- Effective (in the short term) in encouraging use of public transport, walking and cycling.



- As vehicles become cleaner, fewer will be affected by the charge and congestion may rise again, and revenues for public transport would fall.
- Risk that drivers avoid the area, leading to greater congestion and pollution elsewhere.

# WHAT WOULD THIS MEAN FOR MY COMMUNITY?

## We want the improvements to public transport to help everyone travel in, out and around Cambridge more easily and quickly.

We have carried out initial work, but we want to hear your views on how you and your community could be affected by the proposed public transport improvements, and the different options for reducing traffic.



### Younger and older people

- Options to improve public transport, alongside managing demand, should positively promote equality for the young and old, as they own and drive fewer cars and are more likely to be reliant on public transport.
- Air pollution disproportionately impacts the health of children and older people, so measures to reduce pollution will also have a positive impact on this group.

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### Lower income

- The options could have a mixed impact for those on lower incomes.
- Those on lower incomes are less likely to own a car, and more likely to rely on public transport, so will benefit from better services\*.
- Modern cars are more expensive and usually less polluting. People with lower incomes may find it harder to buy modern cars due to their higher cost.



### Disability

- No decision has been made, but we will need to consider exemptions, such as Blue Badge holders.
- Greater investment in public transport offers the opportunity to make it more accessible for disabled users, and would positively impact those who rely on public transport.
- Physical measures, such as limiting access to certain roads at busy times, may have a negative impact on disabled users if they are unable to drive directly to their destination.
- Disabled people who do not qualify for a Blue Badge may find it difficult to use public transport.



### Parents

- The options could have a mixed impact on those travelling with small children or when pregnant.
- Travelling with a baby or small child can be easier by car.
- However, for parents without a car, options that improve public transport will help them travel with a baby or child.

We will be carrying out further detailed work to ensure that any proposal put forward will not unfairly impact one group over another.

# YOUR VIEWS AND NEXT STEPS

## Have your say

There are a number of ways to tell us your views:



Fill out the online survey:  
[www.greatercambridge.org.uk/choicesbetterjourneys2019](http://www.greatercambridge.org.uk/choicesbetterjourneys2019)



Complete the paper questionnaire and return by Freepost or at a public event



[consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)



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Greater Cambridge Partnership, SH1317,  
Shire Hall, Cambridge, CB3 0AP



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#BetterGreaterCambridgeJourneys



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More information including detailed background documents can be found online at: [www.greatercambridge.org.uk/choicesbetterjourneys2019](http://www.greatercambridge.org.uk/choicesbetterjourneys2019)

If you would like a copy of this leaflet in large print, Braille, audio tape or in another language please call 01223 699906.

Find out more about the options by talking to us at the following events.

A full list can be found on our website:

[www.greatercambridge.org.uk/choicesbetterjourneys2019](http://www.greatercambridge.org.uk/choicesbetterjourneys2019)

LOCATION	DATE	TIME	ADDRESS
Milton Park & Ride	27 February	7.30am - 10.00am	Cambridge, CB24 6DQ
Cambridge Train Station	01 March	7.00am - 9.00am	Station Road, Cambridge, CB1 2JW
Cambridge Market	02 March	9.30am - 1.30pm	Market Square, Cambridge, CB2 3QJ
Newmarket Road Park & Ride	05 March	7.30am - 10.00am	Cambridge, CB5 8AA
St Neots Charter Market	06 March	10.00am - 1.00pm	Market Square, St Neots, PE19 2AR
March Train Station	07 March	7.30am - 9.00am	4 Station Approach, March, PE15 8SJ
Queensgate Shopping Centre	09 March	10.00am - 14.00pm	Long Causeway, Peterborough, PE1 1NT
Abbey Stadium	12 March	6.30pm - 9.00pm	Newmarket Road, Cambridge, CB5 8LN
Babraham Park & Ride	14 March	7.30am - 10.00am	Babraham Road, Shelford Bottom, CB22 3AB
Haverhill Market	15 March	10.00am - 1.00pm	High Street/Market Square, Haverhill, IP33 1LY
Royston Market	16 March	10.00am - 1.00pm	Market Hill, Royston, SG8 9JS
Ely Train Station	18 March	7.30am - 9.00am	Station Road, Ely, Cambridgeshire, CB7 4BS
King's Lynn Market	19 March	9.30am - 11.30am	High Street/Purfleet Street, King's Lynn, PE30 1ER
Trumpington Park & Ride	20 March	7.30am - 10.00am	43 Hauxton Road, Cambridge, CB2 9FT
Whittlesford Parkway Train Station	21 March	7.00am - 8.30am	Station Road, Whittlesford, CB22 4NL
Cambridge Grand Arcade	23 March	10.30am - 2.30pm	Grand Arcade, St Andrew's Street, Cambridge, CB2 3BJ
Madingley Road Park & Ride	26 March	7.30am - 10.00am	Madingley Road Park & Ride, Madingley Road, CB3 0EX

Overview and Scrutiny Work Programme 2018/2019

O&S (Customers and Partnerships) – Active

O&S (Customers and Partnerships)	Summary of Scope	Advisors	Progress
<p><b>Health</b></p> <ul style="list-style-type: none"> <li>Identify ways in which the Council can improve the lifelong health of residents.</li> <li>Identify the benefits of a whole system approach for the Council.</li> </ul>	<ul style="list-style-type: none"> <li>Identify what the main health issues facing the residents of Huntingdonshire are (and if there are any problem areas).</li> <li>To discover what leisure activities/provision residents enjoy and/or want.</li> <li>Identify what leisure provision/facilities are most effective. (Investment shouldn't be made in a particular facility if the benefits are minimal.)</li> <li>Discuss with the CCG in order to establish if collaboration between the Council and the CCG is worthwhile.</li> </ul>	<p>CCG  <b>CCC Public Health</b>  <b>Jayne Wisely</b>  <b>Cllr J Palmer</b>  <b>Cllr Jill Tavener</b></p>	<p>10th January 2019 – The Task and Finish Group met and reviewed the scoping document. Based on the Group's discussion the scoping document is being revised. The revised scoping document will be presented to the Group at their next meeting for approval.</p> <p>7th February 2019 – The Task and Finish Group met and agreed the scoping document. Members planned out the next steps of work and agreed to focus on collaboration with Parish Councils.</p> <p>20th March 2019 – Members visited Little Paxton Parish Council to view their physical activity equipment and learn how they engage with the community.</p>

O&S (Customers and Partnerships) – Inactive

O&S (Customers and Partnerships) idea	Objective test ideas	Advisor potential	Suggested Scope	Progress
<p><b>Health</b> – What are the issues facing the young and elderly populations of Huntingdonshire. How can HDC, either with partners or on its own initiative, assist with the health and well-being of residents in the District.</p>	<p><b>1. Reducing isolation</b></p> <ul style="list-style-type: none"> <li>reducing age-specific dependency rates by 1 per cent per year would reduce public expenditure by £940m per year by 2031</li> <li>reducing the rate of institutionalisation by 1</li> </ul>	<p>Age UK</p>	<p>Identifying opportunities (particularly technology) to deliver key activities identified by Age UK, to address isolation:</p> <ul style="list-style-type: none"> <li>Creating a new social link</li> <li>Developing wider social networks</li> <li>Meeting like-minded people through clubs and groups</li> <li>Meeting people with similar needs and supporting each other</li> <li>Using local services and facilities</li> <li>Changing social attitudes so that users become</li> </ul>	<p>Dependent upon outcome of bid for inclusion in CCC digital services programme – Spring 2018</p>

	<p>per cent a year could save £3.8bn.</p> <p><b>2. Improving mental health</b>          Contributes to addressing:          - Worklessness          - Homelessness          - Poor health outcomes          - Self-reliance</p> <p><b>3. Reducing hospital admissions in over 65's</b></p>	<p>CCG</p> <p>Sports England/Active Lifestyles/CCG</p>	<p>accepted and valued as full members of the community in their own right.</p> <ul style="list-style-type: none"> <li>- Quantifying the cost and impacts of isolation</li> <li>- Recommendations for our services to address</li> <li>- Designing communities for the future</li> </ul> <p>Identifying non health interventions that can support mental health – e.g. social referral, links to community activities, volunteering activities.</p> <ul style="list-style-type: none"> <li>- Opportunities to improve impact of DFG's?</li> <li>- Assisted collections. Investigate if having an assisted collection is an indicator that a resident may require a DFG.</li> <li>- Closer partnership working with health</li> <li>- Establishing greater community resilience</li> </ul>
<p><b>Homelessness</b> – Investigating the links between homelessness and housing supply. Finding triggers for homelessness. Discovering options and opportunities to reduce homelessness in Huntingdonshire.</p>	<p><b>1. Increase supply of affordable property.</b></p> <p><b>2. Reduce number of homelessness presentations.</b></p> <p><b>3. Increase number of homelessness preventions – solutions that prevent people</b></p>	<p>Development Advisor</p> <p>Jon Collen / Helen Brown</p> <p>Jon Collen</p>	<ul style="list-style-type: none"> <li>- Engagement with Places for People/Luminus</li> <li>- Working with Private Sector landlords to understand reasons behind end of AST and incentives to address</li> <li>- Looking to develop options to incentivise Private landlords to take social tenants.</li> <li>- Strategies around use of HMOs</li> <li>- Testing effectiveness of Trailblazer</li> <li>- Testing Homelessness pilot work</li> <li>- Looking at opportunities for partners to signpost and intervene</li> </ul>



	<p>losing their home</p> <p>4. Increase number of empty properties brought back into use</p>		<ul style="list-style-type: none"> <li>- Taking evidence from best practice providers elsewhere</li> <li>- Working with Registered Providers to maximise housing stock utilisation and fit</li> </ul>
<p><b>Environment</b> – What are the environmental (and lifestyle) quality issues facing Huntingdonshire,</p>	<p>1. Reducing air pollution</p> <p>2. Reducing long term flood issues</p> <p>3. The community role in grounds maintenance and cleansing</p> <p>4. Definition of ‘Place’ and ‘People’ vision for Huntingdonshire</p>	<p>Chris Stopford</p> <p>Environment Agency</p> <p>Neil Sloper</p>	<ul style="list-style-type: none"> <li>- Transport options</li> <li>- Natural environment – exploring opportunities to enhance HDC country parks (Hinchingbrook / Paxton Pits)</li> <li>- Role of Great Fen as a regionally significant habitat / tourism destination</li> <li>- A14 and Cam Ox corridor – actively influencing Govt and key transport agencies on investment pipeline and funding options</li> <li>- Exploring the options and Council/communities appetite for scalable growth linked to new infrastructure and ‘healthy places’ with sustainable living choices</li> <li>- Role of Neighbourhood Plans and Market Town Master Plans in promoting and directing employment and housing growth</li> <li>- Influencing long term utility provision – water/power</li> </ul>

O&S (Performance and Growth) – Active

O&S (Performance and Growth)	Summary of Scope	Advisors	Progress
<p><b>Delivery of Affordable Housing</b> <i>(Accelerating the delivery of Affordable Housing across Huntingdonshire communities primarily through Rural Exception Site mechanisms)</i></p> <ul style="list-style-type: none"> <li>Increase in the number of affordable houses built in the District – positively impacting on the quality of developments.</li> </ul>	<ul style="list-style-type: none"> <li>To explore methods that maximise the effectiveness of the Council’s approach to achieving additional affordable housing provision beyond allocated sites.</li> <li>To advise on a strategic programme and range of mechanisms to promote and secure rural exception sites (RES) appropriate to settlement scale and need across the District.</li> <li>To explore how RES sites can best be promoted locally, including the role of Ward Members and Parish /Town Councils.</li> </ul>	<p><b>Andy Moffat</b> <b>Cllr Corney (a builder by trade)/Developers</b></p>	<p>8th January 2019 – The Panel reviewed and agreed the scoping document.</p> <p>12th February 2019 – The Task and Finish Group met and reminded themselves of the scoping document. Members also discussed the documents presented to them and considered them when planning future work.</p> <p>12th March 2019 – Mark Deas, Cambridgeshire ACRE, was in attendance to discuss the work of the organisation and the mechanism of Rural Exception Sites. Members are keen to discuss with Housing Associations their development plans for Huntingdonshire. <b>April 2019</b></p>

<p><b>Skills</b></p> <ul style="list-style-type: none"> <li>Increase in educational attainment, and achievement of key skills.</li> </ul>	<ul style="list-style-type: none"> <li>Combined Authority strategy impacts, particularly advancing recommendations from CPIER.</li> <li>Alignment to future skills and sectoral demand identified through EMSI study.</li> <li>Role of EDGE programme and wider Combined Authority skills and business support advisory services.</li> <li>Relationship to CPBS 'Grand Challenges' outcomes.</li> </ul>	<p><b>Andy Moffat</b> <b>John T Hill - CPCA</b> <b>CA Business Board</b> <b>/ Company CEOs – reasons for locations choices and future workforce aspiration</b></p>	<p>Once the Combined Authority has published their skills strategy, Mr John T Hill will be invited to discuss the strategy with Members. <b>To be confirmed</b></p>
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6 O&S (Performance and Growth) – Inactive

O&S (Performance and Growth)	Objective test ideas	Advisor potential	Suggested Scope	Progress
<p><b>Housing</b> – Increasing quality of housing developments and increasing supply of Affordable/Social housing – specifically in the villages.</p>	<ol style="list-style-type: none"> <li><b>Increase in the number of affordable houses built in the District – positively impacting on the quality of developments</b></li> <li><b>Reduce voids of all types, inc empty homes and RP turnaround times</b></li> <li><b>Increase the availability of social housing</b></li> <li><b>Reduce Council spend on Homelessness</b></li> </ol>	<p>Andy Moffat Cllr Corney (a builder by trade)/Developers Homes England Registered Providers</p>	<ul style="list-style-type: none"> <li>Review the effectiveness of rural exception sites and 60/40 policy</li> <li>Explore viability assessment mechanisms to ensure proper value is created form development sites</li> <li>Review of CIL charging regime and utilisation of funds</li> <li>Relationships with RPs (Registered Providers) and options to increase pace and tenure type of supply plans</li> <li>Utilisation of HDC non-operational land assets to increase supply and generate system savings (eg reduction in B&amp;B spend.</li> <li>Improving infrastructure on developments to enhance liveability, including digital, environmental</li> </ul>	

	<p><b>5. Enhanced infrastructure and liveability on developments</b></p>		<p>– flooding etc, energy use, health land and space for wildlife. Supporting positive transport choices, and community self-reliance.</p>	
<p><b>Wider Economic Environment</b> – How to best position Huntingdonshire as an attractive place to do business</p>	<p><b>1. A Local Industrial Strategy for Cambridgeshire within which Huntingdonshire is prominent</b></p> <p><b>2. GVA (Gross Value Added) net increase</b></p> <p><b>3. Increase in business rates receipts and invest to accumulate utilisation thereof (subject to Govt regs)</b></p> <p><b>4. Increase average earnings and percentage earnings derived in Huntingdonshire/Cambridgeshire</b></p> <p><b>5. Opportunities to enhance the Councils industrial portfolio and Corporate Investment Strategy in facilitating, retaining and securing new business opportunities</b></p> <p><b>A package of ‘Deals’:</b></p> <ul style="list-style-type: none"> <li>- HDC &amp; Govt/CA</li> <li>- HDC and Local Councils</li> <li>- HDC and communities</li> </ul>	<p>Andy Moffat / Clive Mason</p> <p>CA Business Board / Company CEOs – reasons for locations choices and future workforce aspirations</p>	<ul style="list-style-type: none"> <li>- Creation of an Investment prospectus for Huntingdonshire</li> <li>- Input into a Local Industrial Strategy</li> <li>- Digital infrastructure and Connected Cambridgeshire roll-out across market towns</li> <li>- Better Business for All pilot initiative matching regulatory services to advice and promotion</li> <li>- Roads and rail infrastructure investment deal with Govt / CA</li> <li>- Business rates retention and utilisation of AW Enterprise Zone NNRD receipts</li> <li>- Role of strategic sites such as Alconbury Weald in delivering floor space and clusters</li> <li>- Sector analysis - what are the indicators of existing success and productivity. Sectors to nurture and attract.</li> <li>- Understanding locational advantages of Huntingdonshire and investment decisions of business leaders to stay/relocate here.</li> <li>- Scope and mechanisms for HDC interventions in infrastructure/redevelopment programmes</li> </ul>	

## Ideas

**Health** – What are the issues facing the young and elderly populations of Huntingdonshire. How can HDC, either with partners or on its own initiative, assist with the health and well-being of residents in the District.

### Evidence

Local Authority Health Profile 2018 published by Public Health England. We have three key indicators where we perform significantly worse than the national average:

- Killed and seriously injured on roads
- Alcohol-specific hospital stays (under 18s)
- Excess weight in adults (aged 18+)

Not significantly worse, but underperforming national average

- Hip fractures in older people (aged 65+)

We have a number of projects already underway or receiving support which are directly contributing to these outcomes (Ramsey Think Healthy / Live Healthy project). Support for activity through our leisure centres and for community initiatives such as Park Run. With a new run supported to start in St Neots this year. One Leisure Active Lifestyles Team creating opportunities for social engagement, particularly ageing population, through its class programmes, particularly 'Right Start'

**Homelessness** – Investigating the links between homelessness and housing supply.

Finding triggers for homelessness. Discovering options and opportunities to reduce homelessness in Huntingdonshire.

A large amount of work is happening in this space already, as a key corporate priority. Our own net spend on Homelessness is has more than doubled since 2015/16. This is in line with national figures. Housing affordability is an issue locally. With private rentals being very limited within the rates that national benefits pay. Huntingdonshire's average house price increased by **36%** in four years from April 2014 and the average household would now need to borrow **7.1** times its income to purchase the average house based on median values.

**Environment** – What are the environmental (and lifestyle) quality issues facing Huntingdonshire,

### Evidence

2036 Local Plan and associated studies, particularly Infrastructure Delivery Plan

Combined Authority strategies and CPIER report

**Affordable Housing** – Increasing quality of housing developments and increasing supply of Affordable/Social housing – specifically in the villages.

**Wider Economic Environment** – How to best position Huntingdonshire as an attractive place to do business

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