

A meeting of the **OVERVIEW AND SCRUTINY PANEL (PERFORMANCE AND GROWTH)** will be held as a **REMOTE MEETING VIA ZOOM** on **WEDNESDAY, 3RD MARCH 2021** at **7:00 PM** and you are requested to attend for the transaction of the following business:-

## **AGENDA**

### **APOLOGIES**

**1. MINUTES** (Pages 5 - 10)

To approve as a correct record the Minutes of the Overview and Scrutiny Panel (Performance and Growth) meetings held on 3rd February and 23rd February 2021.

**Contact Officer: A Green 01223 752549**

**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 11 - 16)

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.

**Contact Officer: H Peacey 01223 752548**

**4. CALL-IN - COMMUNITY INFRASTRUCTURE LEVY SPEND ALLOCATION**  
(Pages 17 - 54)

To consider the decision made by the Cabinet on 11th February 2021 on the Community Infrastructure Levy Spend Allocation, which has been called-in by the Panel, as described in the report by the Democratic Services Officer (Scrutiny).

**Contact Officer: A Green 01223 752549**

**5. COMMUNITY INFRASTRUCTURE LEVY SPEND ALLOCATION - BUCKDEN-HUNTINGDON SAFE CYCLING AND WALKING ROUTE** (Pages 55 - 68)

The Panel are to receive a report on the Community Infrastructure Levy Spend Allocation in relation to the Buckden to Huntingdon Safe Cycling and Walking Route.

**Contact Officer: C Burton 01223 616841**

**6. COMMUNITY INFRASTRUCTURE LEVY SPEND ALLOCATION - B1040 WHEATSHEAF ROAD/SOMERSHAM ROAD, ST IVES ACCIDENT REDUCTION SCHEME (Pages 69 - 78)**

The Panel are to receive a report on the Community Infrastructure Levy Spend Allocation in relation to the B1040 Wheatsheaf Road/Somersham Road, St Ives Accident Reduction Scheme.

**Contact Officer: C Burton 01223 616841**

**7. ACCELERATED COVID-19 TOWNS PROGRAMME (Pages 79 - 92)**

A report on the Accelerated Covid-19 Towns Programme is to be presented to the Panel.

**Contact Officer: D Edwards 07768 238708**

**8. COMBINED AUTHORITY'S A141 CONSULTATION**

Members will discuss the Combined Authority's A141 Consultation. The consultation can be found at <https://youra141.co.uk/site/homePage>.

**Contact Officer: C Kerr 01480 388430**

**9. OVERVIEW AND SCRUTINY WORK PROGRAMME (Pages 93 - 100)**

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

**Contact Officer: A Green 01223 752549**

Dated this 23rd day of February  
2021



Head of Paid Service

**Disclosable Pecuniary Interests and Non-Statutory Disclosable Interests**

Further information on [Disclosable Pecuniary Interests and Non - Statutory Disclosable Interests is available in the Council's Constitution](#)

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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.

**Please contact Mr Adam Green, Democratic Services Officer (Scrutiny), Tel No. 01223 752549/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.

Agenda and enclosures can be viewed on the [District Council's website](#).

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## HUNTINGDONSHIRE DISTRICT COUNCIL

MINUTES of the meeting of the OVERVIEW AND SCRUTINY PANEL (PERFORMANCE AND GROWTH) held as a remote meeting via Zoom on Wednesday, 3rd February 2021

PRESENT: Councillor S J Corney – Chairman.

Councillors E R Butler, J C Cooper-Marsh, D B Dew, I D Gardener, Dr P L R Gaskin, M S Grice, J P Morris, A Roberts and S Wakeford.

APOLOGIES: Apologies for absence from the meeting were submitted on behalf of Councillors B S Chapman and D J Wells.

IN ATTENDANCE: Councillors J A Gray and J Neish.

### 55 MINUTES

The Minutes of the meetings held on 6th January 2021 and 25th January 2021 were approved as a correct record by the Panel.

### 56 MEMBERS' INTERESTS

No declarations of interest were received.

### 57 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 February 2021 to 31st May 2021.

### 58 FINAL 2021/22 REVENUE BUDGET AND MEDIUM TERM FINANCIAL STRATEGY (2022/23 TO 2025/26) INCLUDING THE CAPITAL PROGRAMME

By means of a report by the Chief Finance Officer (a copy of which is appended in the Minute Book) the Final 2021/22 Revenue Budget and Medium Term Financial Strategy (MTFS) (2022/23 to 2025/26) including the Capital Programme was presented to the Panel. During the introduction, the Executive Councillor for Finance and Resources formally thanked all Officers for their work during the Municipal Year 2020/21, especially when faced by new challenges as a result of the Covid-19 pandemic.

It was noted that in previous years the Panel would have received a draft budget, however it had been agreed with Group Leaders that this would not be appropriate this year because it would have contained a number of significant unknown variances. Members were then acquainted with the headline elements of the budget including no increase in the District Council's proportion of Council Tax for 2021/22 and an amendment to the level of reserves required to be held by the Council.

A discussion ensued on Council Tax with a question from Councillor Grice who asked whether no increase in 2021/22 would lead to a substantially higher increase in subsequent years. Councillor Wakeford questioned how the proposed freeze compared with political commitments. In response, the Executive Councillor commented that Council Tax rises were restricted by statute and that Council Tax would increase by 2.6% in the subsequent years of the MTFS. The Executive Councillor confirmed that the Council Tax freeze was consistent with political commitments.

Following a query from Councillor Roberts, it was confirmed that no alternative budget proposals were received.

Councillor Cooper-Marsh commented on the unpredictable nature of some aspects of the budget and about the reliance of the budget on revenue which might not materialise. In response, Members were informed that revenue from One Leisure, the Car Parks and the commercial estate had been lower than expected in 2020/21, and Officers had, as a result, been prudent in their revenue predictions when setting the budget for 2021/22. Consequently, it was possible that revenue receipts might exceed expectations. Councillor Dew commented that, despite the challenges that had faced the Council's finances in the last year, he thought it was a sound budget.

Members discussed the proposal to lower the minimum level of reserves that the Council was required to hold. The basis of the previous limit was outlined. The new limit was based on an assessment of risks and the likelihood that they would occur. The proposal was supported by the Panel, as was the premise of using reserves this year due to the challenges that faced the Council's finances as a result of the Covid-19 pandemic.

Following a question from Councillor Wakeford on the likelihood that the use of reserves would be required in the coming year, Members were informed that the Council did not intend to be reliant on reserves. Councillor Wakeford then sought assurance that the level of provision within the budget was sufficient for the Council to continue the good work done in many areas such as homelessness. It was confirmed that the Council would continue to provide services for residents who were struggling. Whereupon, the Panel,

RESOLVED

that the Cabinet be recommended to support the Final Budget 2021/22, the MTFS 2022/23 to 2025/25 and the Capital Programme.

**59 2021/22 TREASURY MANAGEMENT, CAPITAL AND INVESTMENT STRATEGIES**

With the aid of a report by the Chief Finance Manager (a copy of which is appended in the Minute Book) the 2021/22 Treasury Management, Capital and Investment Strategies was presented to the Panel. It was

RESOLVED

that the Cabinet be recommended to endorse the Treasury Management, Capital and Investment Strategies.

## **60 CORPORATE PERFORMANCE REPORT 2020/21, QUARTER 3**

By means of a report by the Business Intelligence and Performance Manager (a copy of which is appended in the Minute Book) the Corporate Performance Report 2020/21, Quarter 3 was presented to the Panel. Following the introduction, Councillor Wakeford commented that it was surprising that Performance Indicator 27 was rate red, particularly because some suppliers would be relying upon invoices being paid. It was explained that the situation had arisen as a result of Officers being on furlough or sick leave and would be addressed.

After a further query from Councillor Wakeford regarding Performance Indicator 14, the Panel was informed that owing to the low numbers involved an individual appeal decision could affect the figures, which was what had happened on this occasion.

Councillor Morris requested information on Key Action 27 under the Place Strategic Theme. It was reported that the project with the County Council aimed to reduce car dominance in the two towns via a fund to promote cycling and walking schemes. The Panel was informed that the Town Councils had a significant influence over which schemes were carried forward.

After a question by Councillor Roberts on Key Action 3, it was confirmed that Officers had developed plans to ensure customers could safely use One Leisure facilities when permitted to do so.

In response to a question by Councillor Morris on Key Action 23, the Panel was informed that schemes had been submitted to the Combined Authority seeking funding from the £1.5m Prospectuses for Growth fund.

## **61 FINANCIAL PERFORMANCE REPORT 2020/21, QUARTER 3**

With the aid of a report by the Chief Finance Officer (a copy of which is appended in the Minute Book) the Financial Performance Report 2020/21, Quarter 3 was presented to the Panel. Members were apprised of the headline statistics including the projected revenue overspend of £800k. Following a query from Councillor Wakeford on the £100k worth of savings in relation to unspent salaries, it was confirmed that the posts the salaries related to, especially those deemed necessary to priority areas of work, had not been left vacant solely for financial reasons.

## **62 COMMUNITY INFRASTRUCTURE LEVY SPEND ALLOCATION**

By means of a report by the Service Manager Growth (a copy of which is appended in the Minute Book) the Community Infrastructure Levy (CIL) Spend Allocation was presented to the Panel. In relation to the Buckden to Huntingdon Safe Cycling and Walking Route, Councillor Roberts commented that it was a beneficial scheme, however the percentage of funding to be obtained from CIL was higher than desirable. Councillor Gardener expressed the view that the proportion of funds obtained from CIL should not exceed 50% of the project cost. Members suggested that the County Council should be requested to make a greater contribution to the

scheme. In response, the Panel was informed that such a restriction might not be beneficial and that the project was subjected to match funding.

Councillor Roberts questioned why the Cricket Pavilion, King George V Playing Field scheme had been recommended for approval and raised a general point on what was deemed desirable or essential. In response, Members were informed that the scheme had met the criteria, which was why it was recommended for approval. It was understood that the critical, essential and desirable definitions were linked to those used for the Local Plan and that the scheme would enable the facility to meet Sport England requirements.

Councillor Cooper-Marsh sought further information on the Splash Park and Learner Swimming Pool in St Neots. It was confirmed that the scheme was recommended to be declined because the application lacked sufficient information and that what information was provided did not meet the criteria.

Councillor Dew questioned whether the Special School would provide places for pupils from Huntingdonshire only or if pupils from other Local Authority areas would attend as well. If it was the latter, Councillor Dew questioned whether the other Local Authorities should contribute towards the costs of the project. The Panel was informed that pupils from outside of the Huntingdonshire would attend the school but that funding arrangements, particularly from other Local Authorities, had yet to be confirmed.

The Chairman welcomed the report and projects being presented. Having commented on the transparency the governance arrangements had given to the CIL application process, the Panel

#### RESOLVED

that the Cabinet be encouraged to endorse the recommendations contained within the report.

### **63 OVERVIEW AND SCRUTINY WORK PROGRAMME**

With the aid of a report by the Democratic Services Officer (Scrutiny) (a copy of which is appended in the Minute Book) the Overview and Scrutiny Work Programme was presented to the Panel.

Chairman



## HUNTINGDONSHIRE DISTRICT COUNCIL

MINUTES of a Special meeting of the OVERVIEW AND SCRUTINY PANEL (PERFORMANCE AND GROWTH) held as a remote meeting via Zoom on Tuesday, 23rd February 2021

PRESENT: Councillor S J Corney – Chairman.

Councillors E R Butler, B S Chapman, J C Cooper-Marsh, D B Dew, I D Gardener, J P Morris, A Roberts and S Wakeford.

APOLOGIES: Apologies for absence from the meeting were submitted on behalf of Councillors Dr P L R Gaskin, M S Grice and D J Wells.

IN ATTENDANCE: Councillors Mrs M L Beuttell, S Bywater, R Fuller, J A Gray, J Neish and K I Prentice.

### 64 MEMBERS' INTERESTS

No declarations of interest were received.

### 65 FUTURE HIGH STREET FUND

By means of a report by the Service Manager (Growth) (a copy of which is appended in the Minute Book) the Future High Streets Fund (FHSF) proposals were presented to the Panel. The Executive Leader stated in his opening remarks that the Council had received 69% of the bid that was submitted to the Fund by 31st July 2020. This left the project with a shortfall of £1.7m and it was proposed that the Council would provide the additional funds from Community Infrastructure Levy funding. This would bring the total contribution of the Council towards the project up to £5.25m. Members were informed that the alternative option would be to reduce the scheme but that the consequence could be that such an approach would adversely affect the Benefit Cost Ratio and therefore jeopardise the funding from the FHSF.

In response to a question from Councillor Roberts, the Executive Leader confirmed that the Council was actively exploring funding options with partners. However, owing to the timescales involved, it was important to commit the extra funding to demonstrate to the Ministry of Housing, Communities and Local Government (MHCLG) that funding was available.

Councillor Chapman asked whether all details had been shared with the Town Council and the Masterplan Group. In response, the Executive Leader confirmed that all the publicly available information has been shared with those groups and the only information that had not been shared was commercially sensitive.

Following a further question by Councillor Chapman regarding the proposed Compulsory Purchase Order (CPO) in relation to the Falcon, the Executive Leader explained that phase one would be to demonstrate to MHCLG that that it was

feasible for the Council to use a CPO for this purpose. Phase two would be to undertake the CPO process and at that stage that the Council would decide what the purpose of the Falcon should be.

In response to a question from Councillor Cooper-Marsh, reassurance was given that the Council had already initiated conversations with existing tenants and stakeholders and that this included the Rowing Club.

Councillor Morris questioned what improvements would be made to the Riverside Park. In response the Executive Leader confirmed that these included the replacement of existing footpaths to create a better leisure experience.

The Panel thanked Councillors Prentice and Wells for their Chairmanship of the St Neots Masterplan Group and recognised their role in producing the project. Members welcomed the scheme and supported the proposals. Accordingly, it was

#### RESOLVED

that the Cabinet be encouraged to approve the recommendations contained in the Future High Street Fund report.

*(At 6.02pm, during the discussion of this item, Councillor D B Dew joined the meeting.)*

*(At 6.08pm, during the discussion of this item, Councillor B S Chapman joined the meeting.)*

*(At 6.14pm, during the discussion of this item, Councillor J P Morris joined the meeting.)*

Chairman

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

**Prepared by:** Councillor R Fuller, Executive Leader of the Council  
**Date of Publication:** 17 February 2021  
**For Period:** 1 March 2021 to 30 June 2021

Membership of the Cabinet is as follows:-

Councillor Details		Councillor Contact Details
Councillor Mrs M L Beuttell	Executive Councillor for Operations and Environment	Care of Huntingdonshire District Council Pathfinder House St Mary's Street Huntingdon PE29 3TN  Tel: 01480 388388 E-mail: <a href="mailto:Marge.Beuttell@huntingdonshire.gov.uk">Marge.Beuttell@huntingdonshire.gov.uk</a>
Councillor S Bywater	Executive Councillor for Community Resilience and Well-Being	9 Crabapple Close Sawtry Huntingdon PE28 5QG  Tel: 07984 637553 E-mail: <a href="mailto:Simon.Bywater@huntingdonshire.gov.uk">Simon.Bywater@huntingdonshire.gov.uk</a>
Councillor R Fuller	Executive Leader of the Council and Executive Councillor for Housing 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>

Page 11 of 100

Agenda Item 3

<p>Councillor J A Gray</p> <p>Executive Councillor for Finance and Resources</p>	<p>Vine Cottage 2 Station Road Catworth Huntingdon PE28 OPE</p> <p>Tel: 01832 710799 E-mail: <a href="mailto:Jonathan.Gray@huntingdonshire.gov.uk">Jonathan.Gray@huntingdonshire.gov.uk</a></p>
<p>Councillor D Keane</p> <p>Executive Councillor for Corporate Services</p>	<p>1 Bells Villas Mill Street Houghton Cambridgeshire PE28 2BA</p> <p>Tel: 01480 467147 E-mail: <a href="mailto:David.Keane@huntingdonshire.gov.uk">David.Keane@huntingdonshire.gov.uk</a></p>
<p>Councillor J Neish</p> <p>Deputy Executive Leader and Executive Councillor for Strategic Planning</p>	<p>7 Willow Green Needingworth St Ives Cambridgeshire PE27 4SW</p> <p>Tel: 01480 466110 E-mail: <a href="mailto:Jon.Neish@huntingdonshire.gov.uk">Jon.Neish@huntingdonshire.gov.uk</a></p>
<p>Councillor K Prentice</p> <p>Executive Councillor for Leisure and Regulatory Services</p>	<p>2 Ushers Court 89 Great North Road Eaton Socon St Neots PE19 8EL</p> <p>Tel: 01480 214838 E-mail: <a href="mailto:Keith.Prentice@huntingdonshire.gov.uk">Keith.Prentice@huntingdonshire.gov.uk</a></p>

Page 12 of 100

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 the [District Council's website](#).

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  
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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
Community Chest Grant Aid Awards 2020/21	Grants Panel	3, 17 & 31 March 2021		Claudia Deeth, Community Resilience Manager Tel No: 01480 388233 or email: Claudia.Deeth@huntingdonshire.gov.uk		S Bywater & J Gray	Customers and Partnerships
Community Infrastructure Levy Spend Allocation***	Cabinet	18 Mar 2021		Clara Kerr, Service Manager - Growth Tel No: 01480 388430 or email: Clara.Kerr@huntingdonshire.gov.uk		J Neish	Performance and Growth

Page 14 of 100

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
Cambridgeshire and Peterborough Combined Authority Accelerated Towns programme	Cabinet	18 Mar 2021		David Edwards, Corporate Director (Interim) Tel No: 07768 238708 or email: David.Edwards@huntingdonshire.gov.uk		R Fuller	Performance and Growth
Local Lettings Plans - Alconbury Weald and future plans	Cabinet	18 Mar 2021		Jon Collen, Housing Needs and Resource Manager Tel No: 01480 388218 or email: Jon.Collen@huntingdonshire.gov.uk		R Fuller	Customer 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
Lettings Policy Review	Cabinet	18 Mar 2021		Jon Collen, Housing Needs and Resource Manager Tel No: 01480 388218 or email Jon.Collen@huntingdonshire.gov.uk		R Fuller	Customers and Partnerships



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

## HUNTINGDONSHIRE DISTRICT COUNCIL

**Title/Subject Matter:** Call-In – Community Infrastructure Levy Spend Allocation

**Meeting/Date:** Overview and Scrutiny Panel (Performance and Growth)

**Executive Portfolio:** Executive Councillor for Strategic Planning

**Report by:** Democratic Services Officer (Scrutiny)

**Ward affected:** Huntingdon North

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### **Executive Summary:**

In accordance with the Overview and Scrutiny Procedure Rules and following the publication of the Cabinet's decision relating to the Community Infrastructure Levy (CIL) Spend Allocation, the decision has been Called-In by three Members of the Overview and Scrutiny Panel (Performance and Growth).

### **Recommendation:**

The Panel is invited to consider how to respond to the Call-In of the decision by the Cabinet relating to the CIL Spend Allocation.

## **1. PURPOSE OF THE REPORT**

- 1.1 The purpose of the report is to enable the Panel to give further consideration to the Cabinet's decision on the CIL Spend Allocation on the Cricket Pavilion, King George V Playing Fields, Huntingdon, which has been Called-In.

## **2. BACKGROUND**

- 2.1 The Cabinet, at its meeting held on 11th February 2021, considered a report by Service Manager Growth containing details of ten infrastructure project bids for greater than £50k that have been received by the Council. A copy of the report is attached at Appendix 1.
- 2.2 The Overview and Scrutiny Panel (Performance and Growth) had received the report on 3rd February 2021 relating to the CIL Spend Allocation. The Panel's comments were conveyed to the Cabinet by way of the briefing note attached at Appendix 2.
- 2.3 The Decision Notice is attached at Appendix 3. Following the publication of the Cabinet's decision, Councillors B S Chapman, J P Morris and S Wakeford Called-In the decision. The whole decision has been Called-In, however, the reasons given relate only to the Cricket Pavilion, King George V Playing Field; namely that the application appears to meet the published criteria, and Members' concerns whether sufficient weight has been given to the full scope of the application. Therefore, while the implementation of the entire decision has been put on hold, the Overview and Scrutiny Panel should confine their deliberations to the Cricket Pavilion, King George V Playing Field item.
- 2.4 At the time of publication Councillor Chapman also had Called-In the Buckden-Huntingdon Safe Cycling and Walking Route project. However, this project has not been Called-In by any other Councillors. As three Members of the relevant Overview and Scrutiny are required to Call-In a decision, this project is not open to discussion.
- 2.5 The Panel is invited to consider the Cabinet's decision. The relevant Executive Councillor, Councillor J Neish, has been invited to attend the Panel's meeting.

## **3. CALL-IN**

- 3.1 Members are reminded of the guidance for Call-In as set out in paragraph 15 of the Overview and Scrutiny Procedure Rules of the Council's Constitution.
- 3.2 The Panel has various options, which are as follows:
- if, having considered the matter, the Panel is still concerned about the decision, then it may be referred back to the Cabinet for reconsideration, setting out in writing the nature of the concerns. Alternatively, the Panel can refer the matter to full Council. If

referred back to Cabinet, they would then be required to reconsider their decision within 10 working days, amending the decision or not, before adopting a final decision;

- if the Panel decides not to refer the matter back to the Cabinet, the decision shall take effect from the date of the Overview and Scrutiny Panel meeting;
- if the matter is referred to full Council and the Council does not object to the decision which has been made, then no further action is necessary and the decision will become effective on the date of the Council meeting; or
- if the matter is referred to full Council and they decide to object, the Council have no ability to make decisions in respect of an executive decision unless it is contrary to the policy framework or contrary to or not wholly consistent with the budget. Unless this is the case, the Council can refer any decision to which they object back to the Cabinet, together with the Council's views on the decision. The Cabinet can then decide whether to amend the decision or not before reaching a final decision.

#### **4. RECOMMENDATION**

- 4.1 The Panel is invited to consider how to respond to the Call-In of the decision by the Cabinet relating to the CIL Spend Allocation.

#### **5. LIST OF APPENDICES INCLUDED**

**Appendix 1** – Community Infrastructure Levy Spend Allocation – report by Service Manager Growth

**Appendix 2** – Overview and Scrutiny Panel (Performance and Growth), Comments to Cabinet on the Community Infrastructure Levy Spend Allocation report

**Appendix 3** – Cabinet Decision Notice on the Community Infrastructure Levy Spend Allocation report

#### **6. BACKGROUND PAPERS**

Huntingdonshire District Council's Constitution

#### **CONTACT OFFICER**

Name/Job Title: Adam Green, Democratic Services Officer (Scrutiny)  
Tel No: 01223 752549  
Email: [Adam.Green@huntingdonshire.gov.uk](mailto:Adam.Green@huntingdonshire.gov.uk)

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

## HUNTINGDONSHIRE DISTRICT COUNCIL

**Title/Subject Matter:** Community Infrastructure Levy Spend Allocation

**Meeting/Date:** Cabinet – 11th February 2021

**Executive Portfolio:** Executive Councillor for Strategic Planning

**Report by:** Service Manager Growth

**Ward(s) affected:** All Wards

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### **Executive Summary:**

The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. Huntingdonshire District Council became a CIL charging authority in May 2012.

Local authorities must spend the levy on infrastructure needed to support the development of their area. This helps to deliver across a number of the Council's Corporate Plan priorities for 2018 – 2022 but specifically:

- Support development of infrastructure to enable growth
- Improve the supply of new and affordable housing, jobs and community facilities to meet current and future need

In October 2020 Cabinet approved a revised approach to the governance arrangements for allocating the funds held by Huntingdonshire District Council as the 'Strategic Portion'. Under these arrangements Cabinet is to consider applications received seeking over £50,000. Any requests of £50,000 or less will be agreed in line with delegated powers by Corporate Director (Place) and the Service Manager (Growth) in consultation with the Leader and Executive Councillor for Strategic Planning. Funding rounds will be held twice each financial year. An update on the projects authorised for CIL spend prior to the new arrangements being agreed is given in the report.

The latest funding round was launched on 10<sup>th</sup> November 2020 with a closing date of 14 December 2020. Bids received within that round for CIL funding towards infrastructure projects have been assessed by officers to reach the recommendations within this report.

### **Recommendation(s):**

The Cabinet is **RECOMMENDED** to:

- a) Note the information on projects already in receipt of funding commitments and the updates on their delivery.
- b) Note the funding bids submitted for £50,000 or less and the approvals in line with delegated authority agreed on 22 October 2020 (Minute 33 refers).
- c) Approve the funding for projects as detailed in paragraph 10.2.
- d) Delegate authority to the Corporate Director (Place) and Service Manager - Growth, in consultation with the Executive Leader and Executive Councillor for Strategic Planning, to make final agreements for contracts to be issued on projects allocated CIL monies in principle subject to provision of necessary evidence, with the exception of the Special School at Alconbury Weald which, due to the scale of funding offered, will be reported back to Cabinet for its final sign off.

### 1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to invite the Cabinet to consider and agree infrastructure projects found at paragraph 10.2 to be funded in whole or in part by an amount of the Community Infrastructure Levy (CIL) monies received to date.

### 2. BACKGROUND

- 2.1 The Community Infrastructure Levy (CIL) was first referred to in the Planning Act 2008 and was formally introduced through the CIL Regulations 2010 (as amended). The CIL spreads the burden of paying for infrastructure to all developments, not just major ones, as it is a requirement across all developments.
- 2.2 The Huntingdonshire Developer Contributions Supplementary Planning Document (SPD) was adopted in December 2011 with the CIL Charging Schedule being approved in April 2012 by full Council and implemented with effect from 1st May 2012.
- 2.3 CIL receipts were slow for the first few years due to development commencing that had been approved prior to the introduction of the Charging Schedule. Receipts have nearly doubled each year reaching circa £11.2m in the 2019-2020 financial year. Further detail on CIL receipts and expenditure can be found in the [Huntingdonshire Infrastructure Funding Statement 2019 -2020](#).
- 2.4 The requirement for infrastructure to support new development is a high priority and CIL continues to be implemented across the country with government enabling and directing local authorities to obtain contributions by charging a Community Infrastructure Levy on new development, in addition to negotiating Section 106 planning obligations with a developer where applicable.
- 2.5 Up to 5% of CIL receipts each financial year may be retained for administration costs. 15% - 25% of CIL receipts – the ‘meaningful proportion’ – are passed to parish/town councils in line with the CIL Regulations 2010 (as amended) and the Localism Act 2011 and the total amount transferred to parish/town councils has increased each year in line with receipt increases. The remaining 70-80%, the Strategic Portion, is available for Huntingdonshire District Council as the Charging Authority to spend on the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area.
- 2.6 In October 2020 Cabinet approved a revised approach to the governance arrangements for allocating the funds held by Huntingdonshire District Council as the ‘Strategic Portion’. Under these arrangements the Cabinet is to consider applications for CIL funding over £50,000. Any requests of £50,000 or less have been considered and approved in line with delegated powers by Corporate Director (Place) and the Service Manager (Growth) in

consultation with the Leader and Executive Councillor for Strategic Planning.

- 2.7 There is to be two funding rounds in each financial year of CIL spend. The first funding round for the 2021/22 financial year will begin in April 2021 when new applications will be invited. Where Projects demonstrate and provide evidence that they have a significant role to play in addressing key infrastructure requirements to meet the needs of future growth the Cabinet may consider applications outside of this time for urgent or unforeseen infrastructure requirements in line with the governance process agreed.
- 2.8 Due to the impact of the Covid-19 pandemic and the review of Governance arrangements during 2020, the last round of CIL allocations was in July 2019. An update on these projects can be found at Appendix 1.
- 2.9 In the current financial year 2020/2021, before the new Governance arrangements were agreed, two allocations have been approved by Cabinet, for funding towards Fenstanton Village Hall (£75,000) and a zebra crossing of the B450 at Kimbolton (£20,000).
- 2.10 Prior to the July 2019 CIL allocations and those noted above, Cabinet had only approved CIL spend on the Huntingdon West Link Road (HWLR) (now called Edison Bell Way). This has been a key project for the Council to unlock circa 6.35 hectares of land west of Huntingdon's town centre at a key entrance to the town by Huntingdon Railway Station. In order to open up this area of redundant and under-used industrial land and reduce traffic flows on a section of the ring road, the Council, working with Cambridgeshire County Council as Local Highways Authority, has delivered a new link road to stimulate regeneration and unlock land for housing and retail development to complement and enhance the vitality and viability of the town centre and the town as a whole. The final scheme will be a mixed-use development comprising circa 400 dwellings in a mix of houses and apartments, a Care Home, Sheltered Retirement apartments, a food store and flexible commercial units with associated open space, landscaping and parking.
- 2.10 As reported to Members on 18<sup>th</sup> July 2019, any further CIL payments required in relation to the Edison Bell Way scheme would be in relation to the outstanding Compulsory Purchase Order compensation. Following careful negotiations, this matter was settled without the cost of a Tribunal Hearing and the final payment of approximately £1.9m has now been made from CIL receipts.
- 2.11 There is circa £28m of CIL receipts now currently available for spend on further infrastructure projects.



### 3. ANALYSIS

- 3.1 At the beginning of November 2020, stakeholders were invited to submit proforma applications for funding from the Strategic Portion, in line with guidance issued. Projects submitted have been reviewed to ensure they meet the criteria for CIL funding.
- 3.2 The levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development. It can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure if that is necessary to support development.
- 3.3 In considering spend allocation, the potential support a number of strategic infrastructure projects may need in the near future should be noted, i.e. if all the money received to date is allocated to other projects, it may not be possible to provide these strategic projects with the funding they may need over the next few years to be delivered. As required under legislation, the Council has stated in the Infrastructure Funding Statement (IFS) 2019-2020 that CIL funds would be approved in line with the governance process and could be allocated towards:
- Strategic Transport including items such as:
    - A428 Black Cat to Caxton Gibbet Improvements
    - A141 Huntingdon
    - A14 Improvement Scheme
    - A1 Improvement Scheme
    - East West Rail Bedford to Cambridge opportunities
    - Edison Bell Way (outstanding CPO claims)
  - Supporting the delivery of growth in the District, as identified in the Infrastructure Delivery Plan (IDP) and HDC's Corporate Plan.
- 3.4 Detail on the bids submitted in response to the current round for over £50,000.00 CIL funding, which require Cabinet approval as outlined in para 2.6 above, along with the officer recommendations can be seen in Appendix 2. Project bids for under £50,000.00 were considered at a meeting on 2<sup>nd</sup> February 2021 in accordance with delegated authority also outlined in para 2.6 above. Information on these bids can be found at Appendix 3 to this report, including the decisions reached, and is for Members to note.

### 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 key impact from not considering the CIL spend will be the potential for certain infrastructure projects not being delivered and match funding lost.

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

- 6.1 Projects bids submitted will be notified of the outcome of the decision made by Cabinet. Next steps as appropriate are noted below:

1. Notify applicants of outcomes after 11/02/21.
2. Prepare and initiate contracts for approved projects by 19/03/21 where possible.
3. Issue funds in accordance with agreed milestones.
4. Commence quarterly monitoring of projects approved.
5. Provide an update for members at next funding round (rounds held twice each financial year).

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

- 7.1 This helps to deliver across a number of the Council's priorities for 2018 -2022 but specifically:
- Support development of infrastructure to enable growth.
  - Improve the supply of new and affordable housing, jobs and community facilities to meet current and future need.

### **8. LEGAL IMPLICATIONS**

- 8.1 Regulation 59 (1) of the Community Infrastructure Levy Regulations 2010 (as amended) requires a charging authority to apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area. It may also, under Regulation 59 (3), support infrastructure outside its area where to do so would support the development of its area.
- 8.2 Passing CIL to another person for that person to apply to funding the provision, improvement, replace, operation and maintenance of infrastructure is also permitted under Regulation 59 (4).
- 8.3 Section 216 (2) of the Planning Act 2008 as amended by Regulation 63 of the Community Infrastructure Regulations 2010 (as amended) stated that infrastructure 'includes [and is therefore not limited to]:
- (a) roads and other transport facilities,
  - (b) flood defences,
  - (c) schools and other educational facilities,
  - (d) medical facilities,
  - (e) sporting and recreational facilities,

(f) open spaces.’

8.4 The levy may not be used to fund affordable housing.

**9. RESOURCE IMPLICATIONS**

9.1 CIL money can only be spent to deliver infrastructure, in accordance with the legal restrictions on the spending of CIL receipts.

9.2 Staff resource to administer and monitor the allocation of the CIL. This is funded, in part, by the administration costs permitted from the CIL receipts.

9.3 Staff resource from elsewhere in the Council will be used in preparing funding bids and implementing successful cases.

9.4 Subject to member approval of the projects outlined at para 10.2, this would commit a further £5.2m of CIL funding towards infrastructure projects. This would leave circa £22.8m remaining to spend on strategic transport infrastructure and other infrastructure needs as referenced in the Huntingdonshire Infrastructure Funding Statement, as noted at para 3.3. This does not include any of the allocations recommended to be made for projects seeking £50,000 or less. An addendum will be provided to Cabinet prior to the meeting, which will state the total figure agreed for these.

**10. REASONS FOR THE RECOMMENDED DECISIONS**

10.1 The projects identified have been considered in terms of how they support growth, deliverability and risks, benefits and outputs and extent of match funding being provided. The current stage of development of the project has also been considered. A summary of the key issues noted by officers in assessing each application request for over £50k CIL funding is noted in Appendix 2. Recommendations are for one of the following:

- Approve – to agree CIL funding subject to the completion of a contract.
- Approve in principle – to agree CIL funding subject to provision of further documentation and necessary discussions with the Council’s Implementation Team in line with delegated authority, as noted in the report recommendations.
- Decline – to decline the project for receipt of CIL funding.

10.2 The following projects are considered to have submitted detailed proposals and details of funding (including match funding where necessary). They are recommended to receive CIL funding:

Project (applicant name)	CIL funding	Approve / Approve in Principle
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## Appendix 1

Special School (Alconbury Weald) (Cambridgeshire County Council)	Up to £4,000,000	Approve in principle
Buckden-Huntingdon Safe Cycling and Walking Route (Buckden Parish Council)	Up to £100,000	Approve in principle
The Valley land management programme (Buckden Village Hall Trust)	Up to £450,000	Approve in principle
Cricket pavilion, King George V playing field (Huntingdon Town Council)	£500,000	Approve in principle
Swimming Pool changing (phase 2) (One Leisure St Ives)	£150,000	Approve

- 10.3 While the majority of the remaining schemes are potentially appropriate for consideration of CIL support, in their current format they lack necessary evidence and require further development of detail to enable support at this time. These projects are not precluded from applying for CIL funding again in future funding rounds with more project detail, supporting evidence and match funding, including from the local town/parish council.
- 10.4 Subject to member approval of the projects outlined at para 10.2, this would commit a further £5.2m of CIL funding towards infrastructure projects. This would leave circa £22.8m remaining to spend on strategic transport infrastructure and other infrastructure needs as referenced in the Huntingdonshire Infrastructure Funding Statement, as noted at para 3.3. This does not include any of the allocations recommended to be made for projects seeking £50,000 or less. Appendix 3 details the projects approved. The total CIL funding agreed for these projects amounts to £231,297.

### 11. LIST OF APPENDICES INCLUDED

Appendix 1 – Update on Projects approved by Cabinet in July 2019  
Appendix 2 – Huntingdonshire Infrastructure Project Bids for greater than £50,000.00

Appendix 3 - Huntingdonshire Infrastructure Project Bids for £50,000.00 or less - Decisions

### 12. BACKGROUND PAPERS

Section 216 of Planning Act 2008

Huntingdonshire Infrastructure Delivery Plan

<http://www.huntingdonshire.gov.uk/media/2694/infrastructure-delivery-plan.pdf>

Huntingdonshire Infrastructure Delivery Plan – Infrastructure Schedule

<http://www.huntingdonshire.gov.uk/media/2693/infrastructure-schedule.pdf>

Huntingdonshire Infrastructure Delivery Plan Addendum

<http://www.huntingdonshire.gov.uk/media/2861/infrastructure-delivery-plan-addendum.pdf>

Huntingdonshire Infrastructure Funding Statement 2019 -2020

<https://www.huntingdonshire.gov.uk/media/4980/infrastructure-funding-statement-2019-20.pdf>

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## APPENDIX 1 - Update on Projects approved by Cabinet in July 2019

Project Name	Description	Project cost	CIL funding offered	Update
Godmanchester Roman Gate Doctor's surgery	Extension of existing GP surgery to create 3 new consulting rooms and a treatment room with new waiting rooms/ reception and a platform lift	£1,200,000.00	£107,341.00	Completed.
Godmanchester Mill Weir area green space improvements	Godmanchester Mill Weir area green space improvements	£470,000.00	£200,000.00	Covid-19 has delayed work on the project, but it is still moving forward. Feasibility phase and costings work are underway. The next phase will be procurement. The project is aimed to be started in April-May 2021.
Little Paxton Zebra crossing at Mill Lane near Marble White Court	Installation of a new zebra crossing on Mill Lane near Marbled White Court. General	£45,604.00	£26,000.00	Completed.
Ramsey 3G Pitch	Build a full sized 3G ATP on Ramsey Abbey Foundation land adjacent to OLR.	£600,000.00	£120,000.00	The 3G project was delayed due to archaeology issues and requirements. These have been resolved and the contractors have had approval from the County Archaeologist in regard to their proposed methodology. A provisional mid-March start date is anticipated in

				order to begin the archaeological works. Confirmation is expected shortly on an updated timetable and completion date to work to. Completion expected by the summer.
St Ives Outdoor Centre gym	To use the underutilised badminton courts and provide further fitness provision and specifically “functional training” or “cross-fit” style facilities.	£500,000.00	£50,000.00	Completed.
St Ives Park Extension	The provision of Benches/Interpretation and a feasibility study on the commercial opportunities through the park when fully available plus first years maintenance due to early release	£80,000.00	£80,000.00	This has been subject to some delay. However, work on site is now 90% complete, with cycle path lighting columns all finished. Completion of street furniture and signage is all that is now awaited.
St Neots Improvements to path/cycle route at Riverside Park	Improvements to the path and cycle route at Riverside Park, originated from a pedestrian audit.	£600,000.00	£445,000.00	HDC is now leading this project in partnership with Cambridgeshire County Council. Emergency work was done on the first section. Remaining works are still being procured for completion this year subject to contractor availability and any delays caused by Covid-19.

St Neots Market Square Bicycle parking facilities	New facilities in market square	£10,000.00	£10,000.00	Completed.
Warboys Village hall	Funding towards a new facility	£1,000,000	£200,000.00	This was approved subject to full funding being achieved. Significant progress has been made but full funding still needs to be confirmed. Architect appointed. Pre-application enquiry at the beginning of October to Development Management. Updated proforma submitted 14.12.20. Updated business case provided. Costs to be confirmed once quotes received.



## APPENDIX 2 - Huntingdonshire Infrastructure Project Bids for greater than £50,000.00

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
<b>Special School</b> - New special school to serve Huntingdonshire located at Alconbury Weald	Cambs. County Council	£15,000,000	£7,000,000	47%	£4,000,000	<p><b>Approve in Principle</b> - The project is supported, as it will increase the capacity of Special Educational Needs and Disability (SEND) schooling in district, supporting the needs from growth. The site has been allocated as part of the Alconbury Weald development. This is subject to provision of:</p> <ol style="list-style-type: none"> <li>Final costings, as detailed design work is still underway;</li> <li>Full business plan;</li> <li>Information as to whether Huntingdonshire's needs could be met on the existing sites in Huntingdonshire that are subject to separate projects, and whether these existing sites are at capacity due to take up from outside of the district;</li> <li>Evidence supporting the amount asked for in relation to needs arising from Huntingdonshire, e.g. price per pupil, how</li> </ol>

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
						<p>this equates to capacity; how it relates to provision specifically to meet the needs of children resident in Huntingdonshire; and</p> <p>e. Information about other funding sources such as from the other Local Authorities whose pupils may attend the school.</p> <p>It is understood that pre-application discussions are on-going with the Growth Strategic Team, which is welcomed. HDC should be fully involved in the consideration of the design of the school and the associated costings.</p> <p>Up to a maximum of £4,000,000 is recommended, with the decision on the final amount to be approved by Cabinet.</p>
<b>Buckden-Huntingdon Safe Cycling and Walking Route –</b>	Buckden Parish Council	£188,391.50	£100,000	53%	Up to a maximum of £100,000	<b>Approve in Principle –</b> The principle of the project is supported, as it will encourage active travel between Buckden, Brampton and Huntingdon. Buckden has two large housing allocations in the Local Plan 2036 - BU 1 East

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
<p>Provide new length of cycle/footway and safer crossing point on Buckden Road, Brampton to facilitate safe cycling/walking to Brampton, Hinchingsbrooke Secondary School and Huntingdon.</p>						<p>of Silver Street and South of A1 And BU 2 Luck's Lane, Buckden.                      This is subject to confirmation of:                      a. having secured match funding; and                      b. that the detailed design work shows the scheme can go ahead.</p> <p>It is recommended that up to a maximum of £100,000.00 be given to allow for the final amount of match funding to be secured.</p> <p>As other funding is not yet confirmed, it is suggested that this be a time bound allocation for 12 months. Noting the time, it is further suggested that Buckden PC is requested to submit an updated business case / associated evidence to support its request once funding has been secured to safeguard against any risk, such as cost changes, during the intervening time. Delegate authority to the Corporate Director (Place) and Service Manager - Growth, in consultation with the Executive Leader and Executive Councillor for</p>

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
						Strategic Planning, to make final agreements subject to provision of further documentation and necessary discussions with the Implementation Team.
<b>Buckden Recreation Ground footpath renewal –</b> Replace 1 km approx. of poor, narrow and deteriorating tarmac pathways with 1.2m wide kerbed tarmac paths along existing routes.	Buckden Village Hall Trust	£118,000.00	£108,000	92%	£0	<b>Decline</b> - The scheme is desirable and would support the growth at Buckden by enhancing a key green space and improving routes through the village. It would link well with the Valley land management project (see below). Detailed costings and business plan have not been provided at this time. The low level of match funding means it is currently not considered good value for money.
<b>The Valley –</b> A comprehensive land management	Buckden Village Hall Trust	£469,775.00	£450,000	96%	Up to £450,000	<b>Approve in Principle</b> - The project is desirable. Buckden has two large housing allocations in the Local Plan 2036 - BU 1 East of Silver Street and South of A1 And BU 2

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
<p>programme including pond restoration; clearing ground cover and ivy; creating insect habitats; re-laying paths to be suitable for wheelchairs and mobility scooters; adding benches in selected locations; building viewing platforms and decking for fisherman; improving pond banks; replacing the bridge crossing at the stream to</p>						<p>Luck's Lane, Buckden. The project supports a recreational feature for existing and future residents by enabling an existing informal open space to be better used. The application makes it clear that without significant investment, the pond on site and other natural space will be lost / unsuitable for continued public use. This is subject to confirmation of:</p> <ul style="list-style-type: none"> <li>a. having secured match funding; and</li> <li>b. provision of an updated business case and associated evidence once funding is in place.</li> </ul> <p>It is recommended to approve in principle for a limited period of 12 months to allow match-funding to be secured and confirmed. An updated business case / associated evidence would then be required to support the request once funding has been secured to safeguard against any risk, such as cost changes, during the intervening time.</p>

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
complete the Buckden footpath network; and installing basic exercise/ play areas for children.						<p>Confirmation if works are permitted development will be required as the land is not owned by the parish council, as if not planning permission may be required.</p> <p>Delegate authority to the Corporate Director (Place) and Service Manager - Growth, in consultation with the Executive Leader and Executive Councillor for Strategic Planning, to make final agreements subject to provision of further documentation and necessary discussions with the Implementation Team.</p>
<b>A1307 Cambridge Road environmental and road safety improvements –</b> Village entry sign, gateway welcome and planting, pinch	Fenstanton Parish Council	£647,805	£647,805	100%	£0	<b>Decline</b> - The scheme is considered desirable, as Cambridge Road runs from the A1307 between recent housing developments in Fenstanton. It would support the village's growth, which has three mixed use allocations in the Local plan to 2036 – FS 1 Former Dairy Crest Factory, FS 2 Cambridge Road West and FS 3 Cambridge Road East) by improving the highway and supporting walking.

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
and crossing point, parking planter deterrent, partial central island traffic islands, and verge footpaths.						It is, however, not supported as it does not secure or propose match funding; includes land currently in the ownership of Highways England (HE) and is not known if HE supports the proposals; and not enough detail has been provided to ascertain if all elements of the project are suitable for CIL funding, e.g. the proposed welcome sign.
<b>A1123 Cycleway and path –</b> To link the current cycle paths at the eastern and western edges of the village of Houghton and Wyton with a new cycle path/ cycle way running alongside the A1123.	Houghton & Wyton Parish Council	£1,300,000.00	£1,300,000.00	100%	£0	<b>Decline</b> – The project is considered to be desirable with scope to be classed essential, as it could provide a key link for pedestrians and cyclists along a key transport corridor. Houghton and Wyton are located between Huntingdon and St Ives which are designated in the Local Plan to receive significant growth. The application provided an outline of proposals but lacks detailed proposals, costings, or any indication of CCC's support. There is insufficient detail at this stage and other sources of funding are likely to be available that would reduce the amount of CIL monies required to deliver the project.

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
<p><b>Cricket pavilion, King George V playing field –</b> Demolition of existing 1880s timber building and replacement with eco-friendly, sustainable prefabricated timber building for use as a cricket pavilion. It will include indoor cricket nets, indoor 8-a-side cricket pitch for training and tournaments, netball facilities, community meeting area, and space</p>	<p>Huntingdon Town Council</p>	<p>£2,000,000</p>	<p>£500,000</p>	<p>25%</p>	<p>Up to £500,000</p>	<p><b>Approve in Principle –</b> This project is supported in principle as it would improve existing facilities for cricket, provide facilities for netball and space for the community and considered to be essential infrastructure. It will provide a good degree of value and a high level of match funding has been secured. It will support planned growth within the Huntingdon SPA. This is subject to the provision of:</p> <ol style="list-style-type: none"> <li>a. planning permission,</li> <li>b. confirmation of match funding and overall build costs,</li> <li>c. evidence of engagement with the HDC Active Lifestyles Team, and that the project meets Sport England requirements.</li> </ol> <p>Noting the above, it is recommended to approve in principle subject to a time limit of 2 years.</p> <p>Delegate authority to the Corporate Director (Place) and Service Manager - Growth, in</p>



Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
Huntingdonshire Cancer Care Network.						consultation with the Executive Leader and Executive Councillor for Strategic Planning, to make final agreements subject to provision of further documentation and necessary discussions with the Implementation Team.

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
<p><b>Huntingdon crematorium &amp; cemetery –</b>            HTC is building a crematorium which will be the UK's first electric cremator and by using 'green electric' making it a low carbon crematorium. This building will cater for multi faith services, even those faiths which do not cremate bodies, as a washing room to ceremonially cleanse bodies as part of the</p>	<p>Huntingdon Town Council</p>	<p>£14,670,000</p>	<p>£500,000</p>	<p>3%</p>	<p>£0</p>	<p><b>Decline</b> – The project is considered to be desirable rather than essential, although it does relate to the needs of growth. It would serve the whole district. However, although the Town Council is the applicant, this would have the operating model of a private business and is not considered appropriate for CIL funding. There is a lack of supporting information with the application. It has full funding secured already and there are queries over the amount of funding requested in relation to the overall project costs and funding already in place.</p>

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
<p>faith's rituals (Muslim &amp; Jewish faith) prior to burial. In addition, a secure / soundproof viewing room is included, to enable serving prisoners to attend and view and take part in the service, this room can also be used where family members have babies / young children attending. Across the UK the split of Cremations to Burials is 70%:30%</p>						

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
<b>Swimming Pool changing (phase 2) –</b> Redesign a lobby and male change area into a larger village (to cater for increased capacity post-COVID) and separate gender changing areas for school use.	One Leisure St Ives	£400,000	£150,000	38%	£150,000	<b>Approve –</b> This project is considered suitable for CIL funding. It supports growth in St Ives which is designated as a Spatial Planning Area in the Local Plan to 2036. The project supports access to leisure facilities and will serve the growing population of the area. A significant portion of the project cost has been met and a modest amount of match funding is required to enable the project to be delivered to its second stage. The application has been supported by detailed supporting information and costings.
<b>Splash Park &amp; Learner Swimming Pool in St Neots –</b> Looking to provide a splash park and learner swimming pool in St Neots	St Neots Aquatic and Leisure CIO (a charity)	£343,000	£250,000	73%	£0	<b>Decline –</b> The project is considered to be desirable. It will have a modest impact on the growth needs of St Neots which is defined in the Local Plan to 2036 as a Spatial Planning Area. The project is stated in the St Neots Neighbourhood Plan noting the need for funding to be secured. A detailed application was provided.

Project proposed	Bid submitted by	Project Cost	CIL funding requested	CIL request as % of total	Amount officers suggest is offered	Recommendation and comments
						<p>The project would provide only a modest value for money addressing a desirable recreation infrastructure. A small amount of match funding has been secured, although other sources of funding are likely to be available that would reduce or eliminate the amount of CIL monies required to deliver the project.</p>

## APPENDIX 3 - Huntingdonshire Infrastructure Project Bids for £50,000.00 - Decisions

Project Proposed	Bid Submitted by	Project Cost	CIL funding requested	CIL requested as a proportion of total (%)	Amount to be offered	Decision
Upwood Road, Bury - Pedestrian crossing: either beacons or traffic lights.	Bury Parish Council	£90,000	£40,000	44%	£0	Declined
Saxon Green - 3 items of adult gym equipment and a replacement trapeze bar for the children's play area.	Great Paxton Parish Council	£5,540	£3,000	54%	£2,540	Approved
Replacing old streetlights (4 no.) owned by the PC.	Great Staughton Parish Council	£2,145	£2,145	100%	£1,072.50	Approved
Additional equipment for older children and adult fitness equipment at the playing field.	Hail Weston Parish Council	£35,177.64	£28,071	79.80%	£28,071	Approved
A " hub" providing community space and designated office space for the Parish Council.	Holywell-cum-Needlingworth Parish Council	£100,500	£49,500	49.25%	£49,500	Approved

<b>Project Proposed</b>	<b>Bid Submitted by</b>	<b>Project Cost</b>	<b>CIL funding requested</b>	<b>CIL requested as a proportion of total (%)</b>	<b>Amount to be offered</b>	<b>Decision</b>
Hunts DC Playing Pitch Strategy review.	One Leisure Active Lifestyles	£35,000	£35,000	100%	£0	Declined
Little Paxton Cemetery - Extension to provide sufficient burial space for the next 50 years including landscaping.	Little Paxton Parish Council	£137,408	£30,600	22%	£30,600	Approved
Spaldwick Allotments - Creation of an entry road, turning point and area of hardstanding for 22 vehicles, and entry gates.	Spaldwick Parish Council	£29,000	£15,000	52%	£15,000	Approved
Phase 1 of a project to improve facilities at the club, including a new boatshed to house safety boats and launching tractor, and for boat repairs.	Huntingdon Sailing Club, St Ives	£168,554	£50,000	30%	£21,962	Approved
Priory Park, St Neots - New mains power supply. Phase 2 of wider project	HDC - Operations	£15,500	£15,500	100%	£15,500	Approved

<b>Project Proposed</b>	<b>Bid Submitted by</b>	<b>Project Cost</b>	<b>CIL funding requested</b>	<b>CIL requested as a proportion of total (%)</b>	<b>Amount to be offered</b>	<b>Decision</b>
Stilton Pavilion - Improvements to external recreation space and lighting.	Stilton Parish Council	23,190	£20,000	86%	£18,552	Approved
Purchase of land for public open space – to secure its retention for public access.	Warboys Parish Council	52,400	£20,000	38%	£20,000	Approved
Sports Field Drainage Equipment.	Warboys Parish Council	£30,000	£25,000	83%	£18,500	Approved
Pedestrian Crossing at the junction of Broadway and Mere View, Yaxley.	Yaxley PC	£31,746.65	£10,000	31%	£10,000	Approved

For projects approved that need time for wider funding to be confirmed, the approval given will allocate the funding for twelve months. After that time any projects without fully confirmed funding will be classed as declined and the CIL monies released to be available for HDC to spend on other infrastructure projects in line with the governance process.



### COMMENTS FROM OVERVIEW AND SCRUTINY PANEL (PERFORMANCE AND GROWTH)

#### COMMUNITY INFRASTRUCTURE LEVY SPEND ALLOCATION

- 4.1 The Panel discussed the Community Infrastructure Levy (CIL) Spend Allocation at its meeting on 3rd February 2021.
- 4.2 In relation to the Buckden to Huntingdon Safe Cycling and Walking Route, Members commented that it was a beneficial scheme, however the percentage of funding to be obtained from CIL was higher than desirable. The Panel discussed if the proportion of funds obtained from CIL should not exceed 50% of the project cost. It was considered such a restriction might not be beneficial for all case consideration. It was suggested the County Council might make a greater contribution to the scheme.
- 4.3 Whilst discussing the Cricket Pavilion, King George V Playing Field scheme, Members commented that they were surprised that the scheme met the criteria. On a general point, it is suggested that the criteria used to determine whether projects are desirable or essential should be clarified because it is likely there will be considerable demand for CIL funds in the future. Members understood that the critical, essential and desirable definitions are linked to those used for the Local Plan and noted that the project will enable the facility to meet Sport England requirements.
- 4.4 In relation to the Special School project, having noted the information that is currently outstanding, the Panel has emphasised that if the school is to receive pupils from other local authority areas then those areas should contribute towards the project costs.
- 4.5 For projects where the recommendation is that the application for CIL funding should be declined, Members have accepted the reasons given.
- 4.6 The Panel welcomed the report and the transparency that it has given to the CIL application process. Members supported those schemes that are recommended for approval and would like to see them progress.

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## Key Decision Details

**Decision Name** COMMUNITY INFRASTRUCTURE  
LEVY SPEND ALLOCATION

**Date of Decision** 11 February 2021

**Decision maker** Cabinet

**Describe the Decision taken** The Cabinet has:

- (a) noted the information on projects already in receipt of funding commitments and the updates on their delivery;
- (b) noted the funding bids submitted for £50,000 or less and the approvals in line with delegated authority agreed at the Cabinet's meeting on 22 October 2020 (Minute No 20/33 refers);
- (c) discussed the funding for projects detailed in paragraph 10.2 of the report now submitted and determined the following:

Scheme	Decision
Special School (Alconbury Weald) (Cambridgeshire County Council)	Approved in principle
Buckden-Huntingdon Safe Cycling and Walking Route (Buckden Parish Council)	Not approved
The Valley land management programme (Buckden Village Hall Trust)	Approved in principle
Cricket pavilion, King George V playing field (Huntingdon	Not approved

Town Council)	
Swimming pool changing (phase 2) (One Leisure St Ives)	Approved

- (d) delegated authority to the Corporate Director (Place) and Service Manager (Growth), in consultation with the Executive Leader and Executive Councillor for Strategic Planning, to make final agreements for contracts to be issued on projects allocated CIL monies in principle, subject to provision of necessary evidence, with the exception of the Special School at Alconbury Weald which, due to the scale of funding offered, will be reported back to Cabinet for its final sign off.

**What were the reasons for taking the Decision?**

As outlined in the report, subject to the following:

- Buckden-Huntingdon Safe Cycling and Walking Route (Buckden Parish Council) – whilst supportive of the principle of the scheme, not approved at this stage as Cabinet would like to see what contribution, if any, will be made by Cambridgeshire County Council towards the cost of this project.
- Cricket Pavilion, King George V playing field (Huntingdon Town Council) – scheme not approved as it was agreed that CIL funding should be directed towards major infrastructure projects in the District.

**What alternative options were considered and**

As outlined in the report.

rejected?

**Conflict of interest and dispensation** Councillor S Bywater - as Chairman of Cambridgeshire County Council's Children and Young People Committee

**Is the decision a Key Decision?** Yes

**Was the decision included in the Forward Plan** Yes

**Was the decision subject to the urgency proceedings?** No

**List the background papers to any report considered by the Decision Taker** Huntingdonshire Infrastructure Delivery Plan  
Huntingdonshire Infrastructure Delivery Plan - Infrastructure Schedule  
Huntingdonshire Infrastructure Delivery Plan Addendum  
Huntingdonshire Infrastructure Funding Statement 2019-2020  
Section 216 of Planning Act 2008

**Person Making this report** Habbiba Peacey

**Decision will be effective the day after call-in expires. Call-in expires on** 19 February 2021

**Accompanying Documents** Item 5 - Full Report updated with Appendix 3  
O&S Comments

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

## HUNTINGDONSHIRE DISTRICT COUNCIL

**Title/Subject Matter:** Community Infrastructure Levy Spend Allocation  
– Buckden-Huntingdon Safe Cycling and  
Walking Route

**Meeting/Date:** Overview and Scrutiny (Performance and  
Growth) - 3<sup>rd</sup> March 2021

**Executive Portfolio:** Executive Councillor for Strategic Planning

**Report by:** Strategic Growth Manager

**Ward(s) affected:** Buckden, Brampton & Huntingdon

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### RECOMMENDATION

The Overview and Scrutiny Panel is invited to comment on the Cabinet report attached at Appendix A.





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

## **HUNTINGDONSHIRE DISTRICT COUNCIL**

**Title/Subject Matter:** Community Infrastructure Levy Spend Allocation – Buckden-Huntingdon Safe Cycling and Walking Route

**Meeting/Date:** Cabinet – 18th March 2021

**Executive Portfolio:** Executive Councillor for Strategic Planning

**Report by:** Strategic Growth Manager

**Wards affected:** Buckden, Brampton & Huntingdon

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### **Executive Summary:**

The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. Huntingdonshire District Council became a CIL charging authority in May 2012.

Local authorities must spend the levy on infrastructure needed to support the development of their area. This helps to deliver across several of the Council's Corporate Plan priorities for 2018 – 2022 but specifically:

- Support development of infrastructure to enable growth
- Improve the supply of new and affordable housing, jobs and community facilities to meet current and future need

The application for CIL funding was previously considered at the Cabinet meeting held on 11<sup>th</sup> February 2021. While the project was supported, it was declined for funding, as members considered that Cambridgeshire County Council (CCC), in its role as Local Highway Authority, should be funding a greater portion of the project cost. Buckden parish Council has subsequently been in discussions with CCC who have indicated that the scheme will be part of the work to prioritise schemes to be funded by the Delivering Transport Strategy Aims Programme for 2021/22. Members are asked to consider the proposal for funding afresh in light of this additional information.

### **Recommendation(s):**

The Cabinet is recommended to support CIL funding of up to £100,000 as co-funding toward provision of a new length of cycle/footway and safer crossing point on Buckden Road, Brampton to facilitate safe cycling/walking to Brampton, Hinchbrooke Secondary School and Huntingdon.

## **RECOMMENDED**

Approve CIL funding of up to £100,000, for a new length of cycle/footway and safer crossing point on Buckden Road, Brampton subject to:

- i. Written confirmation of future maintenance arrangements
- ii. Written confirmation of landowner consent.
- iii. Submission of an updated business case detailing match funding secured, detailed design of the route and an implementation plan

The offer recommended is time limited (12 months) to enable the above matters to be addressed.

## **1. PURPOSE OF THE REPORT**

- 1.1 Following the decision by Cabinet, at its meeting on 11th February 2021, Buckden Parish Council (BPC) have been actively engaging with Cambridgeshire County Council to secure additional funding for the delivery of a Buckden to Huntingdon cycling and walking route. CCC have indicated support in principle for the scheme and additional funding is expected as part of CCC's Delivering Transport Strategy Aims Programme for 2021/22.
- 1.2 This report considers a payment of up to £100,000 from CIL toward the provision of a new length of cycle/ footway and crossing point on Buckden Road, Brampton (Appendix 1). This would facilitate safe cycling/ walking to Brampton, Hinchingsbrooke Secondary School and Huntingdon. Members are asked to consider the scheme in light of the additional information now provided.

## **2. BACKGROUND**

- 2.1 The project entails provision of shared use route for pedestrians and cyclists along B1514 Buckden Road, Brampton southbound. The proposed shared route would commence at the Brampton Golf Club and terminate approximately 300m southbound joining the existing route.
- 2.2 In addition, a proposed crossing facility will be constructed within the 30-mph speed limit to facilitate a safe crossing for non-motorised users (NMU). In doing so, the proposed scheme will provide a link for the pedestrians and cyclists travelling to and from Buckden, Brampton and Huntingdon.
- 2.3 The Huntingdonshire Local Plan 2036 (HLP2036) recognises Buckden as a Key Service Centre, with identified growth of approximately 435 dwellings, which the route would serve. 175 of which are expected to be built in the settlement over the next five years (see Annual Monitoring Report 2020).

## **3. ANALYSIS**

- 3.1 The levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development. It can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure if that is necessary to support development. The project is addressing an acknowledged issue for those wishing to use non-motorised modes to travel the route between Buckden – Brampton- Hinchingsbrooke – Huntingdon. Further, this would provide a further opportunity for to enable residents to access shopping and services in Brampton and Huntingdon through alternative, sustainable modes. As such the project meets the legal requirements.
- 3.2 The timing of delivery ahead of development ensures that people moving into the village are more likely to adopt active travel modes, In addition, it

provides a sustainable alternative for existing residents to travelling by car. It encourages an active lifestyle with improved health outcomes consequently.

3.3 The scheme, subject of this proposal ( appendix 1), has been estimated by CCC to cost £188,391.50. Buckden Parish Council is seeking up to £100,000.00 funding from CIL held by Huntingdonshire District Council. CCC has indicated it will be included in the work to prioritise schemes to be funded by the Delivering Transport Strategy Aims Programme for 2021/22 , and this is to be formally endorsed Other sources of match-funding are being sought by BPC including:

- Buckden and Brampton PCs have already committed £500 towards the scheme's feasibility.
- £75,000 Potential Amey Community Fund (As the project is in close vicinity to the landfill site and meets their funding requirements as it is the provision of a general public amenity).
- £14,000 Potential Mick George Community Fund. (Within the scheme's geographical area).
- £5000 Potential Buckden Parish Council.
- £5000 Potential Brampton Parish Council.
- £20,000 Potential Local Highways Initiative Cambridgeshire County Council.
- Amount to be confirmed – potential funding under CCC's Delivering Transport Strategy Aims Programme for 2021/22.

3.4 The additional funding streams set out above equate to potential total match-funding of at least £119,500. This is likely to result in the amount of CIL monies required to deliver the project being less than the £100,000 sought (Closer to a maximum of £68,891.50 (36.6% of the overall cost) if all other funding is secured).

#### **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. RISKS**

5.1 The key risks are that if the project is not fully funded it will not go ahead, failing to address a key link in the route and any associated increased uptake in non-motorised travel modes. Match funding will be lost and a much-needed footpath / cycleway improvement will not be delivered. The growth planned at present does not necessitate the improvements to be delivered through developer contributions and, therefore, relies on a range of alternative funding mechanisms.

5.2 Due to the desire to bring the scheme forward, whilst it is noted the project design and costs have not been finalised, the CIL allocation is recommended but on the provision that several factors as outlined in para

10.2 below are addressed satisfactorily prior to a contract being completed and funds issued.

## **6. TIMETABLE FOR IMPLEMENTATION**

6.1 CCC has completed the feasibility assessment stage. The next milestones will be:

- Achieve HDC CIL funding Q2 2021
- Achieve other funding Q3 2021
- Implement scheme Q3 2021-Dec 2022. CCC advises it will take 10 months to complete the project.

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

7.1 This helps to deliver across a number of the Council's priorities for 2018 - 2022 but specifically:

- Support development of infrastructure to enable growth.
- Improve the supply of new and affordable housing, jobs and community facilities to meet current and future need.

## **8. LEGAL IMPLICATIONS**

8.1 Regulation 59 (1) of the Community Infrastructure Levy Regulations 2010 (as amended) requires a charging authority to apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area. It may also, under Regulation 59 (3), support infrastructure outside its area where to do so would support the development of its area.

8.2 Passing CIL to another person for that person to apply to funding the provision, improvement, replace, operation and maintenance of infrastructure is also permitted under Regulation 59 (4).

8.3 Section 216 (2) of the Planning Act 2008 as amended by Regulation 63 of the Community Infrastructure Regulations 2010 (as amended) stated that infrastructure 'includes [and is therefore not limited to]:

- roads and other transport facilities,
- flood defences,
- schools and other educational facilities,
- medical facilities,
- sporting and recreational facilities,
- open spaces.'

8.4 The levy may not be used to fund affordable housing.

## **9. RESOURCE IMPLICATIONS**

9.1 CIL money can only be spent to deliver infrastructure, in accordance with the legal restrictions on the spending of CIL receipts.

9.2 Subject to member approval of the project outlined this would commit a further £100,000 of CIL funding towards infrastructure projects.

## **10. REASONS FOR THE RECOMMENDED DECISIONS**

10.1 The project has been considered in terms of how it supports growth, deliverability, risks, benefits, outputs, and extent of match funding being provided. The current stage of development of the project has also been considered as have the needs for this pedestrian and cycleway scheme.

10.2 The project is supported, for the reasons outlined in this report.

10.3 The offer is recommended to be time limited (12 months) to enable the above matters to be addressed.

## **11. LIST OF APPENDICES INCLUDED**

Appendix 1 – CCC Project Feasibility Study

## **12. BACKGROUND PAPERS**

Section 216 of Planning Act 2008

Huntingdonshire Infrastructure Delivery Plan

<http://www.huntingdonshire.gov.uk/media/2694/infrastructure-delivery-plan.pdf>

Huntingdonshire Infrastructure Delivery Plan – Infrastructure Schedule

<http://www.huntingdonshire.gov.uk/media/2693/infrastructure-schedule.pdf>

Huntingdonshire Infrastructure Delivery Plan Addendum

<http://www.huntingdonshire.gov.uk/media/2861/infrastructure-delivery-plan-addendum.pdf>

Huntingdonshire Infrastructure Funding Statement 2019 -2020

<https://www.huntingdonshire.gov.uk/media/4980/infrastructure-funding-statement-2019-20.pdf>

Annual Monitoring Report 2020 Part 1 (Housing Supply)

(Huntingdonshire District Council)

[Annual Monitoring Report 2020 Part 1 \(Housing Supply\)](http://www.huntingdonshire.gov.uk/media/4980/infrastructure-funding-statement-2019-20.pdf)

<http://www.huntingdonshire.gov.uk>

Cabinet Report - Community Infrastructure Levy Spend Allocation (11th February 2021)

[Report Template for Cabinet / Committee Reports](http://www.huntingdonshire.gov.uk/media/4980/infrastructure-funding-statement-2019-20.pdf)  
<http://www.huntingdonshire.gov.uk>

## **CONTACT OFFICER**

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Email: [melissa.reynolds@huntingdonshire.gov.uk](mailto:melissa.reynolds@huntingdonshire.gov.uk)

**APPENDIX 1 - CCC Project Feasibility Study**

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## PROJECT FEASIBILITY SUMMARY

Privately Funded Highway Improvement (PFHI 19-20)



Applicant	Peter Downes	Status	Issued
Application Reference No	TBC	Version	2.0
Assigned Highways Officer	Calvin Mugemuzi	Approved	Anna Chylinksa-Derkwoska

Location of Proposal	<b>B1514 Buckden Road, Brampton</b>
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Street view Link	<a href="https://www.google.co.uk/maps/@52.3126416,-0.2259403,3a,33.6y,45.06h,83.44t/data=!3m6!1e1!3m4!1sitv7Vd88tcTF0Z46977zxl2e0!7i13312!8i6656?hl=en">https://www.google.co.uk/maps/@52.3126416,-0.2259403,3a,33.6y,45.06h,83.44t/data=!3m6!1e1!3m4!1sitv7Vd88tcTF0Z46977zxl2e0!7i13312!8i6656?hl=en</a>
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Highway Issue or Improvement	<p>The project entails provision of shared use route for pedestrians and cyclists along B1514 Buckden Road, Brampton southbound. The proposed shared route will commence at the Brampton Golf Club and terminate approximately 300 m southbound joining the existing route.</p> <p>In addition, a proposed crossing facility will be constructed within the 30 mph speed limit to facilitate a safe crossing for Non-motorised users (NMU). In doing so, the proposed scheme will provide a link for the pedestrians and cyclists travelling to and from Buckden, Brampton and Huntingdon.</p>
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Site Assessment	<p>A series of site visits were carried out in order to examine the existing route condition and provide desirable options to attain the scheme objective.</p> <p>Despite no previous road accidents recorded, it is found that the discontinuity of existing shared use route provided inconvenience for cyclists travelling in both directions as they were required to cross along a high speed route, 60 mph in one phase. Therefore, a continuation of the existing off-carriageway facility would be a desirable option to address this.</p> <p><b>Physical Conditions</b> Existing grass verges and ground level within the highways boundary provides adequate width for the construction of the shared use route. A minimum width of 5.9 m was recorded during the site visit. However, widening of the carriageway will be required to facilitate the construction of a crossing facility.</p> <p>Moreover, existing underground services and drainage will be accounted for during detail design stage. This might increase the cost of the scheme if any alteration is deemed necessary.</p> <p><b>Levels of use</b> No previous records have been submitted as part of the application. It is therefore paramount to determine the current patterns of pedestrian and cycle use. This can be achieved by conducting a traffic survey factoring in both speed and number of vehicles, number of pedestrians and cyclists travelling to and from their origins and destinations, times of peak flow and potential increase in demand from existing or future developments within the vicinity of the area.</p>
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Options	<p><b>Option A:</b> Shared use route along with an informal crossing (Refuge island)</p> <p><b>Option B:</b> Shared use route and a signalised crossing (Toucan crossing)</p>
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Optimum Solution	Subjected to PV <sup>2</sup> survey, vehicle speed and traffic. Potential of extending the 30 mph speed limit to accommodate either option
------------------	--

Supporting Documents	<p>The Parish will be required to provide CCC with a traffic survey report to establish a base line of the proposed scheme, in turn, ensure that there is an adequate demand and likely use of the new route. This is possible by establishing a current pattern of both pedestrians and cyclists.</p> <p>In addition, any informal consultations to be established through all stages of the scheme to gauge public attitude from the outset. This includes and not limited to current users, residents and local businesses.</p>
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Accident Data	No accidents have been recorded within the scheme extents for the last five years (2014 to 2018 inclusive).
---------------	---

**TECHNICAL APPRAISAL OF PROPOSED SOLUTION**

<b>Road Safety Benefit and/or Issues</b>	<b>RAG</b>
Overall safety of Non-motorised users will be improved as there will be a continuous and well designed shared use route and crossing facility	Green

<b>Risks to Delivery</b>	<b>RAG</b>
Overall cost of the scheme might increase if a retaining wall is required and relocation of existing underground services is deemed necessary. Additional cost due to COVID will be incurred as well.	Yellow

<b>Effectiveness</b>	<b>RAG</b>
Encourages cycling and walking to and from all the potential origins and destinations. Furthermore, integrates well with the existing shared use route	Green

<b>Maintenance Considerations</b>	<b>RAG</b>
Improved infrastructure to be maintained by Cambridgeshire County Council	Green

**ESTIMATED DESIGN, CONSTRUCTION & OTHER COSTS**

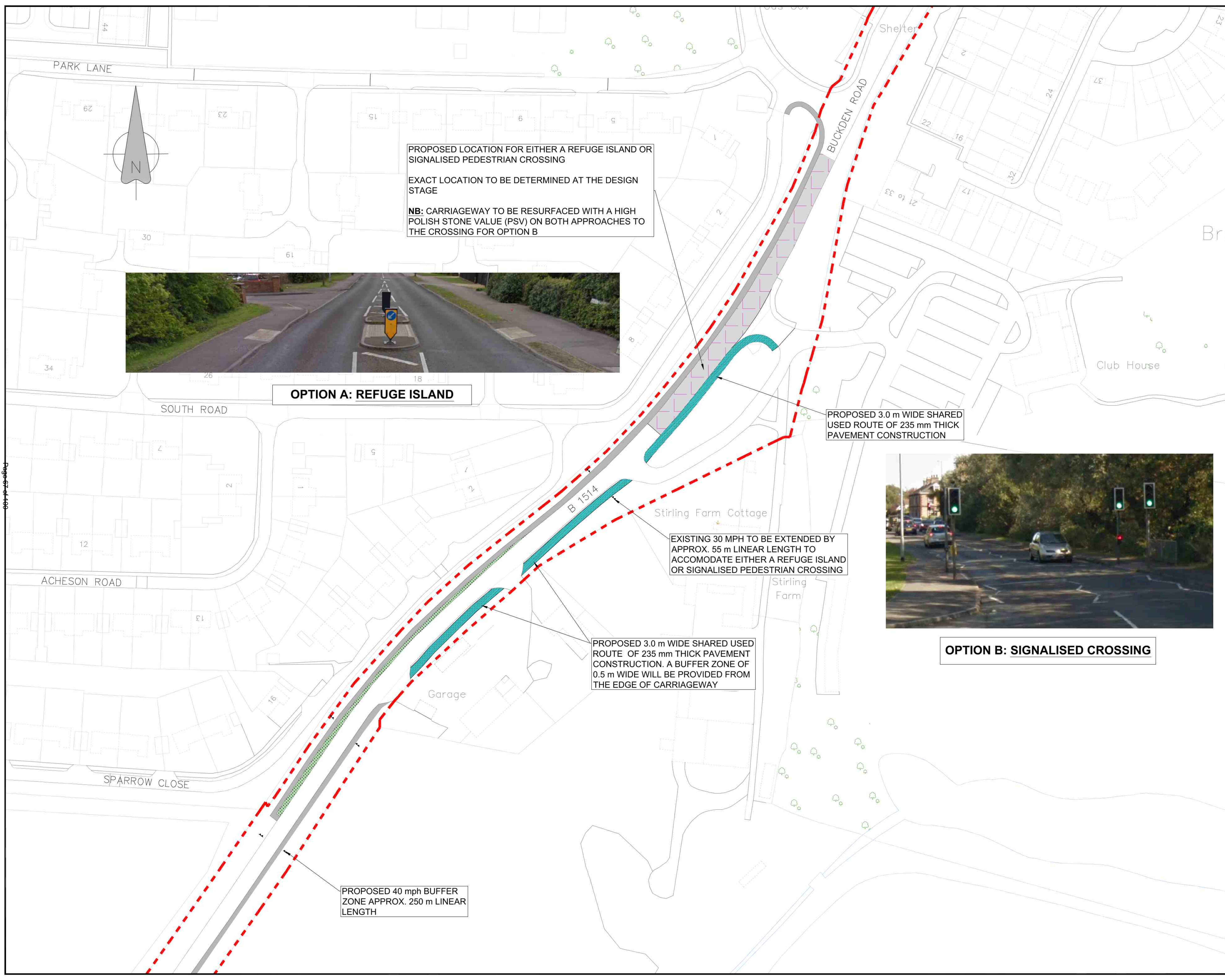
<b>Option A</b>	
<b>Item</b>	<b>Estimated Cost</b>
Project Management	£1,265.00
Design (Including Topo survey, Street lighting)	£6,000.00
Independent Road Safety Audit Stage 1&2	£1,500.00
Legal Traffic Regulation Order (Including 2 No. Newspaper Adverts)	£1,500.00
Temporary Traffic Regulation Order (incl. Footway Closure)	£1,000.00
Construction (Including Traffic Management)	£160,000.00
10% Risk Contingency	£17,126.50
<b>TOTAL</b>	<b>£188,391.50</b>

<b>Option B</b>	
<b>Item</b>	<b>Estimated Cost</b>
Project Management	£1,265.00
Design (Including Topo survey, Street lighting)	£8,000.00
Independent Road Safety Audit Stage 1,2&3	£3,000.00
Legal Traffic Regulation Order (Including 2 No. Newspaper Adverts)	£1,500.00
Temporary Traffic Regulation Order (incl. Footway Closure)	£1,000.00
Construction (Including Traffic Management, Power connections)	£225,000.00
10% Risk Contingency	£23,976.50
Committed sum	£35,000.00
<b>TOTAL</b>	<b>£298,741.50</b>

<b>Estimated duration of the Project</b>	Up to 10 months
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**NB: THE ESTIMATED COST DOES NOT TAKE INTO ACCOUNT WORKING RESTRICTED HOURS OR NIGHT WORKS, OTHERWISE, AN UPLIFT FEE WILL BE APPLIED**





PROPOSED LOCATION FOR EITHER A REFUGE ISLAND OR SIGNALISED PEDESTRIAN CROSSING  
 EXACT LOCATION TO BE DETERMINED AT THE DESIGN STAGE  
**NB:** CARRIAGEWAY TO BE RESURFACED WITH A HIGH POLISH STONE VALUE (PSV) ON BOTH APPROACHES TO THE CROSSING FOR OPTION B



**OPTION A: REFUGE ISLAND**

PROPOSED 3.0 m WIDE SHARED USED ROUTE OF 235 mm THICK PAVEMENT CONSTRUCTION

EXISTING 30 MPH TO BE EXTENDED BY APPROX. 55 m LINEAR LENGTH TO ACCOMODATE EITHER A REFUGE ISLAND OR SIGNALISED PEDESTRIAN CROSSING

PROPOSED 3.0 m WIDE SHARED USED ROUTE OF 235 mm THICK PAVEMENT CONSTRUCTION. A BUFFER ZONE OF 0.5 m WIDE WILL BE PROVIDED FROM THE EDGE OF CARRIAGEWAY

PROPOSED 40 mph BUFFER ZONE APPROX. 250 m LINEAR LENGTH



**OPTION B: SIGNALISED CROSSING**

- NOTES:**
- DO NOT SCALE FROM THIS DRAWING
  - THIS DRAWING IS FOR CONSULTATION ONLY
  - ALL STATS INFORMATION ARE TO BE REQUESTED AT THE NEXT PHASE
  - REFER TO THE FEASIBILITY REPORT FOR FURTHER INFORMATION

- KEY:**
- PROPOSED SHARED USE ROUTE
  - PROPOSED CARRIAGEWAY RESURFACING
  - EXISTING FOOTWAY
  - HIGHWAYS BOUNDARY

Page 67 of 100

Date	Ref.	Revisions
28.08.20	A	OPTIONEERING



Project  
**SHARED USE ROUTE  
 BUCKDEN ROAD  
 BRAMPTON**

Title  
**OPTIONEERING  
 GENERAL ARRANGEMENT**

Scale	Drawn	Checked	Date
1:500@A0	CM	ACD	28.08.2020

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Drawing number  
**BRAMPTON PFHI 19-20**



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

## HUNTINGDONSHIRE DISTRICT COUNCIL

**Title/Subject Matter:** Community Infrastructure Levy Spend Allocation  
– B1040 Wheatsheaf Road / Somersham Road,  
St Ives Accident Reduction Scheme

**Meeting/Date:** Overview and Scrutiny Panel (Performance and  
Growth) – 3rd March 2021

**Executive Portfolio:** Executive Councillor for Strategic Planning

**Report by:** Strategic Growth Manager

**Ward(s) affected:** Holywell-cum-Needlingworth Ward, Somersham  
Ward, and Warboys Ward.

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### RECOMMENDATION

The Overview and Scrutiny Panel is invited to comment on the Cabinet report attached at Appendix A.



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

## **HUNTINGDONSHIRE DISTRICT COUNCIL**

**Title/Subject Matter:** Community Infrastructure Levy Spend Allocation – B1040 Wheatsheaf Road / Somersham Road, St Ives Accident Reduction Scheme

**Meeting/Date:** Cabinet – 18th March 2021

**Executive Portfolio:** Executive Councillor for Strategic Planning

**Report by:** Strategic Growth Manager

**Ward(s) affected:** Holywell-cum-Needingworth Ward, Somersham Ward, and Warboys Ward.

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### **Executive Summary:**

The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. Huntingdonshire District Council became a CIL charging authority in May 2012.

Local authorities must spend the levy on infrastructure needed to support the development of their area. This helps to deliver across several of the Council's Corporate Plan priorities for 2018 – 2022 but specifically:

- Support development of infrastructure to enable growth
- Improve the supply of new and affordable housing, jobs and community facilities to meet current and future need

Cambridgeshire County Council (CCC) recognises there is an existing significant issue for highway safety at the junction of the B1040 Wheatsheaf Road / Somersham Road, St Ives. This will worsen if further growth is to occur. It is proposing to signalise the junction to address these issues.

CCC has funded and developed initial plans for a deliverable scheme, including a cost estimate, timescales for implementation and details of its match funding.

### **Recommendation(s):**

The Cabinet is recommended to support CIL funding of up to £500,000 as co-funding toward signalising the junction to allow for better management of traffic flow, significantly reducing the risk of accidents.

**RECOMMENDED**

Approve in principle CIL funding of up to £500,000, subject to:

- Final costings, as detailed design work is still underway;
- Full business plan;
- Confirmation that all of the land required for the project is available; and
- Confirmation of the match funding by CCC and other sources.

The offer recommended is to be time limited (12 months) to enable the above matters to be addressed.



## 1. PURPOSE OF THE REPORT

- 1.1 To consider a payment of £500,000 from CIL toward the provision of a signalised crossing at the junction of the B1040 Wheatsheaf Road / Somersham Road, St Ives.

## 2. BACKGROUND

- 2.1 The junction proposed to be improved is at the crossroads between the Somersham Road (B1040), Wheatsheaf Road (to Woodhurst), and Old heath Road (to Bluntisham). It lies 2.42 km northeast of St Ives within the parishes of Bluntisham, Somersham, and Warboys. The roads link St Ives, Somersham, Woodhurst, Bluntisham, and Warboys beyond. St Ives is identified as a spatial planning area in the Local Plan to 2036, reflecting its status as one of the district's four market towns and most sustainable centres. St Ives is projected to grow by at least 430 dwellings and 5.6ha of employment land over the plan period across a number of allocations. In future, any growth north of St. Ives could potentially increase traffic travelling through St. Ives via this route to access the A1307/ A14. Somersham and Warboys are Key Service Centres also designated to receive growth. Woodhurst and Bluntisham are identified as being Small Settlements in the Local Plan to 2036.

- 2.2 CCC has advised, in its application for CIL funding, that:

*'The project does not directly relate to new development however with new development proposed at RAF Wyton there is a potential increase in traffic passing through this high-risk junction, specifically with increased traffic from the Warboys/Ramsey area through Pidley.*

*Higher levels of traffic on the B1040 leaves less gaps for traffic from side roads and therefore increases the level of risk taking by motorists pulling out.*

*This concept is known as "gap acceptance" i.e. the gap people are willing to pull out into. Fewer gaps and traffic queuing behind mean people are more likely to pull out into smaller gaps in traffic than they normally would be comfortable doing. As the number of developments increase in the area the volume of traffic will increase, therefore resulting in smaller and few gaps. Signalising the junction will allow for better management of traffic flow, significantly reducing the risk of vehicles misjudging gaps between vehicles and pulling out.'*

- 2.3 In July 2020 following a review with partners in the emergency services, health services, Highway Authorities and the Road Victims' Trust in which the Cambridgeshire and Peterborough Road Safety Partnership became the Cambridgeshire and Peterborough Vision Zero Partnership, a new Vision Zero Partnership strategy was adopted by CCC. The scheme at Wheatsheaf crossroads has been developed in line with the Safe Roads workstream and following its routine cluster site analysis, which identified

the crossroads as a high-risk location for investigation. Approval to progress the scheme design with budget to be confirmed was given at the Council's Highways and Infrastructure Committee meeting on 10th March 2020.

2.4 CCC has advised, in its application, that:

*'The junction is a crossover point between 2 key links within Huntingdonshire. The first links Somersham and villages to the north of St Ives, and the second links Bluntisham to Woodhurst access to the A141 and employment centres to the west.*

*The accident cluster site at the crossroads is =9th on the cluster site list and is highest on the list for Huntingdonshire...*

*...Signalising the junction will allow for better management of traffic flow, significantly reducing the risk of vehicles misjudging gaps between vehicles and pulling out.'*

2.5 The scheme has been through the feasibility stage and at present the indicative plans provided show a signalised junction (see Appendix 1). Other options have not been ruled out by CCC.

2.6 CCC funding for the scheme has not been confirmed, as it is yet to be advised by Government of its highway allocation. Once funding has been announced it will be taking a report to its Highways & Transport Committee to approve its road safety programme for next year and associated funding. Given the current lack of confirmation from Government and the local elections, it is expected that June 2021 will be the next available opportunity to report to its Committee. It has agreement in principle to allocate its road safety budget to this project, totalling £592k with the remaining funding being from other CCC highway capital budgets.

### **3. ANALYSIS**

3.1 The levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development. It can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure if that is necessary to support development. The project is addressing the highest accident cluster site in Huntingdonshire, which has sadly resulted included fatal accidents, and is ranked 9<sup>th</sup> across the county. As such the project meets the legal requirements.

3.2 The Huntingdonshire Local Plan 2036 (HLP2036) recognises St Ives, Somersham and Warboys as locations where growth will occur. The provision of a signalised junction will improve traffic flow and reduce highway accidents. Given the poor record for this junction and its relative importance in the local highway network, it is considered it would be a desirable infrastructure project that meets the requirements of CIL.

- 3.3 The scheme has been estimated to cost £1.2m. CCC is seeking up to £500,000 funding from CIL held by Huntingdonshire District Council. CCC is to provide match funding of £700,000 (58.33%) of the overall estimated cost of £1.2m. It has confirmed there is in principle agreement to allocate the entire road safety budget of £594k towards this project with the remaining funding being from other CCC highway capital budgets.

#### **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. RISKS**

- 5.1 The key risks are that if the project is not fully funded it will not go ahead, failing to address a serious highway issue. Match funding will be lost and a much-needed junction improvement will not be delivered. The growth planned at present does not necessitate the improvements to be delivered through developer contributions and, therefore, relies on a range of alternative funding mechanisms.
- 5.2 Due to the desire to bring the scheme forward, whilst it is noted the project design and costs have not been finalised and land may need to be purchased by CCC to implement it, the CIL allocation is recommended but on the provision that several factors as outlined in para 10.2 below are addressed satisfactorily prior to a contract being completed and funds issued.
- 5.3 The mitigation is that the offer of funding is limited to 12 months from the date of the Cabinet meeting.

#### **6. TIMETABLE FOR IMPLEMENTATION**

- 6.1 CCC has advised that it has completed the feasibility assessment stage. The next milestones will be:
- Detailed design - be completed summer 2021.
  - Construction - programmed to commence late 2021/22, potentially spanning two financial years.
  - Completion early 2022/23.
- 6.2 CCC will be notified of Cabinet's decision following the meeting. If funding is awarded, the next steps would be for CCC to provide the information set out in the recommendation in this report prior finalising the offer. It is recommended that they be given 12 months to provide the information, which allows for project slippage. A contract will be prepared and funds issued in accordance with agreed milestones. Officers will undertake quarterly monitoring of the project if approved.

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

- 7.1 This helps to deliver across a number of the Council's priorities for 2018 - 2022 but specifically:
- Support development of infrastructure to enable growth.
  - Improve the supply of new and affordable housing, jobs and community facilities to meet current and future need.

## **8. LEGAL IMPLICATIONS**

- 8.1 Regulation 59 (1) of the Community Infrastructure Levy Regulations 2010 (as amended) requires a charging authority to apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area. It may also, under Regulation 59 (3), support infrastructure outside its area where to do so would support the development of its area.
- 8.2 Passing CIL to another person for that person to apply to funding the provision, improvement, replace, operation and maintenance of infrastructure is also permitted under Regulation 59 (4).
- 8.3 Section 216 (2) of the Planning Act 2008 as amended by Regulation 63 of the Community Infrastructure Regulations 2010 (as amended) stated that infrastructure 'includes [and is therefore not limited to]:
- roads and other transport facilities,
  - flood defences,
  - schools and other educational facilities,
  - medical facilities,
  - sporting and recreational facilities,
  - open spaces.'
- 8.4 The levy may not be used to fund affordable housing.

## **9. RESOURCE IMPLICATIONS**

- 9.1 CIL money can only be spent to deliver infrastructure, in accordance with the legal restrictions on the spending of CIL receipts.
- 9.2 Subject to member approval of the project outlined this would commit a further £500k of CIL funding towards infrastructure projects.

## **10. REASONS FOR THE RECOMMENDED DECISIONS**

- 10.1 The project has been considered in terms of how it supports growth, deliverability, risks, benefits, outputs, and extent of match funding being provided. The current stage of development of the project has also been considered as have the needs for this road safety scheme.
- 10.2 The project will provide road junction mitigation measures to enhance junction performance and safety for current and future residents, workers and visitors to the district.

- 10.3 CCC will match fund 58.33% of the project's anticipated cost. This is subject to provision of:
- Final costings, as detailed design work is still underway.
  - Full business plan based on final design.
  - Confirmation that all of the land required for the project is available.
  - Confirmation of the match funding by CCC and other sources.
- 10.4 The offer should be time limited (12 months) to enable the above matters to be addressed.

## 11. LIST OF APPENDICES INCLUDED

Appendix 1 – Signalised Junction General Arrangement Plan

## 12. BACKGROUND PAPERS

Section 216 of Planning Act 2008

Huntingdonshire Infrastructure Delivery Plan

<http://www.huntingdonshire.gov.uk/media/2694/infrastructure-delivery-plan.pdf>

Huntingdonshire Infrastructure Delivery Plan – Infrastructure Schedule

<http://www.huntingdonshire.gov.uk/media/2693/infrastructure-schedule.pdf>

Huntingdonshire Infrastructure Delivery Plan Addendum

<http://www.huntingdonshire.gov.uk/media/2861/infrastructure-delivery-plan-addendum.pdf>

Huntingdonshire Infrastructure Funding Statement 2019 -2020

<https://www.huntingdonshire.gov.uk/media/4980/infrastructure-funding-statement-2019-20.pdf>

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# APPENDIX 1 - Signalised Junction General Arrangement Plan



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

## **HUNTINGDONSHIRE DISTRICT COUNCIL**

**Title/Subject Matter:** Accelerated COVID-19 Towns Programme

**Meeting/Date:** Overview and Scrutiny Panel (Performance and Growth) – 3rd March 2021

**Executive Portfolio:** Executive Councillor for Housing and Economic Development

**Report by:** Interim Corporate Director (Delivery)

**Wards affected:** All

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### **RECOMMENDATION**

The Overview and Scrutiny Panel is invited to comment on the Accelerated Covid-19 Towns Programme from the Cabinet report attached at Appendix A.





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

## **HUNTINGDONSHIRE DISTRICT COUNCIL**

**Title/Subject Matter:** Accelerated COVID-19 Towns Programme

**Meeting/Date:** Cabinet – 18th March 2021

**Executive Portfolio:** Executive Councillor for Housing and Economic Development

**Report by:** Interim Corporate Director (Delivery)

**Wards affected:** All

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### **Executive Summary:**

Since the initial work on the prospectuses for growth the Council has been progressing a range of work in the market towns, most notably the submission of a £12M programme to the Future High Street Fund (Ministry of Housing, Communities and Local Government) for St Neots at the end of July 2020.

The Combined Authority also endorsed outline proposals for the Market Towns Fund (prospectuses for growth) for Huntingdon, St Ives and Ramsey in 2020 and initially set out that funding bids could be made against a £1M capital pot per town during 2020/21.

In the Autumn the Cambridgeshire and Peterborough Combined Authority split the funding pot in two with £0.5M for the long term Master Planning in Huntingdon, St Ives and Ramsey and the remaining £0.5M to be used for shorter term projects in response to COVID-19 and the impact on the town centre economy. Bids had to be submitted by 18 December 2020.

A revised set of funding criteria was developed by the Combined Authority for these shorter-term projects initially requiring these projects to be delivered out by March 2021 and post submission revised for projects to be “in delivery” by 31 March 2021 and subsequently for them to be delivered by 31 March 2022. These timescales were changed primarily because of COVID-19 and the national lockdown. All the bids were assessed independently.

Although the timescale was tight the Council submitted capital bids in December 2018 totalling £1.8M. It was anticipated that one or more of the bids would not be successful, however, all the proposals passed the independent assessment and a total of £1.8M of bids was agreed by the Combined Authority Board in January 2021.

This left the Council with two significant challenges, the fact that only £1.5M capital was available at this stage and secondly maintaining a balance of investment across the three towns. On the former, given there is still headroom within the original £1M allocation per town and the projects are at an early stage of development/feasibility this is not seen as a significant issue, providing the overall spending cap of £3.0M is not exceeded by March 2022.

On the latter (given a longer time window now for delivery) further discussions have taken place with Ramsey representatives to see what could be achieved. Although these discussions are still at an early stage on several options it is proposed that a scheme will be substituted into the programme in due course. This will also help to address the balance of the budget provision.

The timescale was extremely tight to get these bids together there are also several factors outside the Council's control that will influence delivery. The initial proposals have been discussed with Town Council representatives at key stages of their development, however, no wider consultation has taken place.

The funding from the Combined Authority is capital and therefore the Council will need to commit revenue resources (primarily staff time) to deliver the projects themselves. This has been estimated to total £300,000 over the next twelve months.

**Recommendation:**

- (a) That the Cabinet agrees the Accelerated Towns Programme and commits Council staff resources to the value of £300,000 deliver the programme through to 31 March 2022.
- (b) To delegate authority to the Executive Leader in consultation with the appropriate Corporate Director to make any amendments required to the programme through to 31 March 2022.

## **1. PURPOSE OF THE REPORT**

- 1.1 Supporting our town centres is a priority for the Council. Opportunities to secure external investment have been pursued over several years and this has become even more important given the impact of COVID-19 on the economy and our town centres. Whilst the towns in Huntingdonshire have fared well against the larger cities over the past year it is important that opportunities for investment are taken, whilst recognising the bidding criteria. The report sets out the background and proposals in response to the Accelerated Towns capital funding the Cambridgeshire and Peterborough Combined Authority has made available.
- 1.2 To agree the priorities for the short-term capital investment that has been made available by the Cambridgeshire and Peterborough Combined Authority for Huntingdon, St Ives and Ramsey in response to the impact of COVID-19 on the town centres.
- 1.3 To provide a range of interventions that will have a positive impact in the way people access and make the most of visiting the town centres.
- 1.4 To provide an overview of the proposed programme of work which is backed up by the detailed submissions to the Combined Authority and which have been independently endorsed.
- 1.5 To commit Council resources to deliver the £1.8M accelerated towns programme as part of the Market Towns Fund. This will cover a range of interventions in the short term that will enhance the longer-term sustainability of the three market towns.
- 1.6 To recognise that the programme may need to be amended during the year as currently these proposals are at the feasibility stage and final funding agreements are still to be signed with the Cambridgeshire and Peterborough Combined Authority. A delegation is therefore sought to enable any changes that are required to the programme to be made during the year.

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

- 2.1 The opportunity for capital investment in the market towns commenced well before COVID-19. A bid for St Neots was made to the Ministry of Housing, Communities and Local Government in July 2020 which included market town funding from the Combined Authority of £3.1M.
- 2.2 The Combined Authority also made £1M capital available for Huntingdon, Ramsey and St Ives for Master Planning work following the submission of prospectuses for Growth in February 2020. In Autumn 2020 the Combined Authority revised these arrangements, retaining £0.5M for the master plan work and reallocating the other £0.5M for capital projects in response to COVID-19 in each town.
- 2.3 The initial guidance from the Combined Authority was that as well as meeting the deadline for bidding all the funding had to be spent and

schemes installed by the 31 March 2021. The position from the Combined Authority is now that the projects must be completed, and all capital monies spent by March 2022 as post submission the national lockdown was put in place.

- 2.4 This report contains the programme of proposals that Huntingdonshire District Council submitted to the Cambridgeshire and Peterborough Combined Authority on 18 December 2020 and which was subsequently agreed by the Combined Authority Board meeting in January 2021.
- 2.5 The Combined Authority provided a template for all submissions and bids needed to score a minimum of 75 points to pass the threshold criteria. The bids were independently assessed and although the Council has not seen the final scoring it is understood that all the bids passed the threshold.
- 2.6 The Combined Authority set out some guiding principles for the bidding which is accompanied by a detailed bidding framework, these themes were as follows: -
- Promoting healthier and greener lifestyles
  - Active travel and environmental benefits
  - Enabling a greener economy and improved air quality
- 2.7 Given the extremely tight timescale for bidding that had been set there was not time for detailed community engagement. However, the Council officers did meet with town council representatives in November and discussed the proposals for submission again in December. These high-level proposals have been informally endorsed by the Town Councils at this stage.
- 2.8 The overall vision for the town recovery work was “Minimising the long term social and economic impacts of COVID-19 on our local community and businesses”, which is at the centre of this programme of work.
- 2.9 The submissions for Huntingdonshire District Council were grouped under the following headings:
- Attractiveness of the town centres
  - Access and connectivity
  - Heritage, walking and cycling

Further details on each of the submitted bids are set out in the table below and can be seen in the paper that was considered at the Cambridgeshire and Peterborough Combined Authority Board (Item 3.2 section 2.7)

<https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1983/Committee/63/SelectedTab/Documents/Default.aspx>

- 2.10 Delivery of this programme to the timetable that was set originally has been extremely challenging. There is a significant amount of work to be undertaken and there was no revenue funding available from the Combined Authority. The Council has therefore had to use revenue

reserves to fund additional programme management support and will be using staff resource to manage the projects.

- 2.11 There is no additional COVID-19 capital funding available for St Neots. A request was made to the Combined Authority for an additional £0.5M, however, the Combined Authority indicated that unfortunately there was no further funding available on top of the £3.1M that St Neots had already received as part of developing the Future High Street Bid. A paper on the £12M investment programme for St Neots is being considered by Cabinet in February 2021 and subject to final agreement by the Cabinet and government work will commence from the start of April.
- 2.12 Since the initial submission further work has been undertaken to look at the proposals for Ramsey. Given the time constraints set by the Combined Authority have been relaxed it is recommended that one of the original schemes is now substituted for a new scheme in Ramsey.
- 2.13 The Huntingdon Riverside scheme would be substituted in time and go onto the reserve list. This would also significantly improve the distribution of the funding between the three towns and bring the committed capital down closer to £1.5M.
- 2.14 A new proposal for Ramsey is currently been worked on and would be submitted to the Cambridgeshire and Peterborough Combined Authority Board at the end of February for consideration at their March meeting. Once this scheme has been endorsed by the Combined Authority the Huntingdon Riverside project will be withdrawn and further details of the new scheme will be shared.

### **3. ANALYSIS OF OPTIONS**

- 3.1 **Preferred Option** - To proceed with the programme agreed by the Combined Authority Board subject to further work on the substitution of the Riverside scheme for a new scheme in Ramsey. The schemes are as follows, further details are set out in the Combined Authority report.

#### **3.1.1 Attractiveness of the Town Centres**

- Modern, simplified street furniture
- Modern waste solutions
- Parklets – attractive seating that also acts as physical barriers
- Electric vehicle charging
- Upgraded/ replacement toilets
- Sites for small and medium sized enterprises to trade
- Improved market trader provision and pop up offer

#### **3.1.2 Access and Connectivity**

- Riverside frontages – proposal for Ramsey to be substituted\*
- Cycle storage
- Smarter towns
- Wayfinding and information
- New proposal for Ramsey to be added\*

### 3.1.3 **Heritage, Walking and Cycling**

- Town walks
- Places to dwell
- Green walks

When the replacement proposal for Ramsey is added it is estimated that the split across the three towns will be 34% Huntingdon, 29% St Ives and 37% Ramsey at this stage. The remaining Master Planning work will then be used to bring this as close as possible to an even split.

### 3.2 **Exploring a different strategy to the projects**

3.3 The Council could have looked at a different range of projects, however, it was felt the current set of proposals reflected a variety of capital interventions that could improve the longer-term viability of the town centres and provided the best chance of delivery with the timescales the Combined Authority has set.

3.4 The Council could have provided a fund for businesses to bid into for one-off schemes. It was felt that given the criteria that had been set for the bids and the timescale this would not be possible. In addition the Council views our community leadership as really important and by working with the town councils it is anticipated that projects that enhance the visitor experience and attractiveness of the towns can be best be achieved through a co-ordinated programme.

3.5 **Challenging the requirements** – The Council has sought clarification on the programme since the details on the COVID-19 accelerated programme were published in October. There has been some movement on the deadline for submissions and the Council has needed to put forward a suitable set of proposals and that stand the best chance of meeting the threshold for approval. It was felt that it was best to channel our resources into bringing forward and attractive proposition. Given the increasingly difficult supply market, primarily due to COVID-19 but at the time also due to the uncertainty around the transition away from the European Union. The Council has continued to seek clarity on the arrangements and a timescale that is pragmatic. It is very helpful that the Combined Authority has now changed the time constraints, officers had already been proactive in putting some work out to tender at the earliest opportunity.

3.6 **Delay** – There is an option not to push ahead with these short-term interventions and proceed with the original longer-term plans. However, there is a desire to do everything we can to support the towns and the high street during these difficult times. In addition, the Combined Authority stated that unless bids were submitted by the 18 December 2020 then the money would be reallocated.

3.7 **Do nothing** – the Council could have done nothing and there is always a do-nothing option. It is understood this would result in the funding that

had been earmarked for Huntingdonshire returning to the Combined Authority for reallocation.

#### **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 measurable impact of the interventions on the High Street will be difficult to assess. The Council has moved forward with footfall counters in some of the towns and so the actual number of visitors can be tracked. However, assessing the direct impact of each of the projects will be more challenging.
- 5.2 The bids contain further details of the anticipated impact of each of the projects and it is hoped that this will increase the number of people visiting the towns by improving the attractiveness, providing a wider variety of facilities and increasing the dwell time.
- 5.3 There are a variety of risks associated with this bid which have been set out in the following sections. These have been scored on likelihood and impact where the range is 1-5, with 5 being high/critical.
- 5.4 Capacity and Capability of Resources to deliver – (likelihood 5, impact 4), there are already constraints on Council staff and resources prior to undertaking additional projects such as the Accelerated COVID-19 programme. Discussions are on-going with HDC project leads to assist in managing the delivery of the Accelerated Programme. This work is seen as a high priority, however, further government schemes, worsening economic impacts and additional response work could mean there is reduced capacity to deliver this work. Mitigation: Some additional resource has been brought in to support the programme management, however, further assessment of the revenue resources will need to be considered as the Council moves from feasibility into delivery and to meet the deadlines. Support from the Town Councils has also been requested.
- 5.5 That the Accelerated Programme funding is not equitable across the three Market Towns - (likelihood 5, impact 4). Efforts have been made and continue to be made to ensure that CPCA funding allocation is proportionate across the three Market Towns. It is proposed that one of the initial projects is replaced with a project in Ramsey to obtain a more even spread of the funding. The aim was to allocate and spend all £1.5M on these COVID projects (which has been achieved) and that any adjustment per town (the additional £0.3M) would be factored into the remaining £1.5M for the longer-term work, agreement would need to be sought from the Combined Authority. If it is not possible to substitute a viable project in Ramsey then this risk will need to be accepted at this stage.

- 5.6 Procurement and Market conditions causing delay - (likelihood 3, impact 4) Several suppliers have already indicated that due to the uncertainty over the transition out of the European Union they are not undertaking new work in January/February. This also places pressure to ensure that procurement is in place to minimise risk of engaging contractors  
Mitigation: The Council has undertaken preliminary procurement assessments to manage the need to move at pace and ensure reliability and quality of contracts and services from external suppliers. This may mean projects being delivered in a 'phased approach'. At this stage it is recognised that several of the projects will only be in the early stages of delivery by 31 March 2021.
- 5.7 Risk of COVID-19 Lockdowns and subsequent delays - (likelihood 3, impact 3). The continued uncertainty caused by the COVID-19 pandemic impacts directly on the programme. Council officers continue to liaise with the Combined Authority to ensure flexibility of delivery as a result of COVID-19 constraints is reflected in contracts and letters of Offer.
- 5.8 Timescale slipping – (likelihood 3, impact 4) The timetable that has been set by the Combined Authority for implementation was challenging in October, this has been extended now which is appreciated. Mitigation: It is hoped that the Combined Authority will provide some flexibility within their Letters of Offer.
- 5.9 Financial Risk - (likelihood 4, impact 4) that there is a failure to ensure that the financial implications of the Accelerated Programme and each project are considered prior to implementation. Mitigation: Council Officers have been asked to review costs prior to formal procurement and delivery. To ensure delivery, where appropriate some elements of projects will proceed with agreed, monitored and controlled risk.
- 5.10 Lack of partner support – (likelihood 2, impact 4) Many of the projects involve obtaining permissions, licences or the support of other agencies including the County Council and Town Councils. Mitigation: Support has been sought from senior officers at Cambridgeshire County Council and the town councils, the level of support has been agreed in principle but has not been quantified at this stage.
- 5.11 Legal Risk - Legal Risk (likelihood 3, impact 3) that agreement cannot be reached with the Combined Authority on the programme of work. Mitigation: Officers have worked with the Combined Authority to provide detailed business cases which should mean legal agreements can be drawn up and agreed. Council has asked for these agreements to be as simple as possible and proportionate.
- 5.12 Delays due to processes and procedures - (likelihood 3, impact 4) All of this work will need to be procured, some officers have already started that process. There is the potential to proceed at risk with some work, however, that would be reliant on the Combined Authority approving a bid and the final offer letters, draft agreements were received on 22 February and are currently being reviewed. Mitigation: Consideration of framework agreements and using existing contract agreements.



- 5.13 Funding agreement delays (likelihood 4, impact 2) It is understood that as well as the detailed bids a funding agreement for each proposal will also be required by the Combined Authority after the Board decision. Mitigation: It is anticipated that delivery work will be able to continue as bids have been agreed in principle and that the paperwork can be kept to a minimum and prepopulated by the CPCA based on the detailed submissions.
- 5.14 Lack of understanding on the Capital considerations (likelihood 2, impact 3) This funding is only capital and there may be projects that contain some revenue considerations in delivery and certainly an ongoing revenue pressure post-delivery. Mitigation: To work closely with officers to try and ensure all expenditure is capital, recognising that any ongoing revenue costs will need to be picked up by the District Council or Town Councils.
- 5.15 Not being able to adjust or substitute projects (likelihood 2, impact 3) All of the proposals are subject to tender. Therefore, it is very likely that some quotes will come back higher than anticipated, others lower. Mitigation: Flexibility is being sought from the Combined Authority to adjust the programme and the themes providing the overall funding envelope is not exceeded.

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

- 6.1 The Corporate Plan sets out the policies, aspirations and objectives on an annual basis and was updated in 2020. Several strands of work were added to reflect the additional requirements as a result of COVID-19. Supporting the viability of the towns in Huntingdonshire remains a priority.
- 6.2 The Council is also refreshing the suite of plans and strategies which has commenced and will be completed in the next 15 months.

## **7. CONSULTATION**

- 7.1 There has been informal consultation on these proposals with the Town Councils and the Cambridgeshire and Peterborough Combined Authority.

## **8. LEGAL IMPLICATIONS**

- 8.1 There are a several legal considerations associated with this work which are as follows:
- 8.2 Contracts will need to be drawn up with a variety of providers, it is anticipated that these will follow the Council's standard terms and conditions.
- 8.3 State Aid - because the Council is using public money in the towns then we need to ensure that we do not breach any State Aid legislation.

Discussions have taken place with 3C Legal and the investment proposals have been shared. This is a complex area and the Council will need to regularly review this throughout the next few months to ensure the projects comply.

## **9. RESOURCE IMPLICATIONS**

- 9.1 Delivering this programme of work will require the commitment of at least a dozen officers on just overseeing the projects. The anticipated HDC resource is £225,000 in officer time. In addition programme management support has been brought in to drive the programme forward and liaison with the Combined Authority, it is proposed that £75,000 is committed for this vital support to continue in 2021/22 from COVID-19 related revenue funding or reserves.
- 9.2 This work is against a backdrop of responding to COVID-19, the wider Council recovery work, delivering a range of projects the Council has already committed to and business as usual.
- 9.3 This is stretching the Council's resources to the limit and without any revenue funding to progress the work this presents a significant challenge. The Council will have spent up to £50,000 in additional programme management support through to the end of March 2021 and whilst this will help in holding the programme together this does not provide for delivery support on the ground.
- 9.4 There is a possibility in that delivering this programme other Council priorities could slip, securing people with the right knowledge, skills and experience to deliver the work will be essential.
- 9.5 There is potential to look at earmarked reserves to fund additional resource, however, given the current financial climate this has not been recommended at this stage.

## **10. REASONS FOR THE RECOMMENDED DECISIONS**

- 10.1 Given that capital funding is available from the Cambridgeshire and Peterborough Combined Authority to undertake these projects to support Huntingdonshire, Ramsey at St Ives it is recommended that the Council proceeds with this programme.
- 10.2 The timescale that the Combined Authority has set will be challenging for some of the projects that have been proposed, however, the recommendation is that these are the right things to do to support the towns in the short term.

## **11. LIST OF APPENDICES INCLUDED**

None

## 12. BACKGROUND PAPERS

Exempt - Individual bid submissions which are available on request

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## Overview and Scrutiny Work Programme 2020/21

### Performance and Growth

#### In Progress

Topic	Membership & Scope	Lead Officer	Progress
Transport Strategy	Councillor S J Criswell Councillor I D Gardener Councillor P L R Gaskin Councillor M S Grice	Nigel McCurdy/David Edwards	Study has not commenced.
Asset Management Strategy	Councillor I D Gardener Councillor D A Giles	Jackie Goldby/Justin Andrews	<b>1st February 2021</b> – Members met with the Interim Commercial Estates Manager and provided input and feedback into the Strategy.  <b>Next Step</b> The Strategy will be presented to Overview and Scrutiny in Autumn 2021.

#### Completed

Topic	Membership & Scope	Lead Officer	Progress
Housing Strategy to 2025	Councillor A Roberts Councillor S Wakeford Councillor D Wells Councillor Mrs S R Wilson  <ul style="list-style-type: none"> <li>• Comment and make suggestions on the emerging Housing Strategy.</li> </ul>	David Edwards/Liz Bisset	<b>6th August 2020</b> – A meeting took place with Members; the Interim Corporate Director (Place), David Edwards and Liz Bisset. The vision for the strategy was outlined and Members had an opportunity to comment and make suggestions.  <b>7th October 2020</b> – The Housing Strategy was presented to Overview and Scrutiny.

			<b>22nd October 2020</b> – The Cabinet approved the Housing Strategy and the accompanying one year action plan.
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Customers and Partnerships

In Progress

Topic	Membership & Scope	Lead Officer	Progress
Digital Strategy	Councillor D M Tysoe Councillor R J West	Tony Evans	<b>Next Step</b> The Digital Strategy won't be presented until the Core Service Strategy is produced.
Climate Change Strategy	Councillor T D Alban Councillor Mrs J Tavener Councillor Mrs S R Wilson	Neil Sloper	<b>18th October 2020</b> – The Democratic Services Officer (Scrutiny) attended the Centre for Public Scrutiny and Local Government Association Scrutinising Climate Action Webinar on 18th September.  <b>Next Step</b> The remit for strategy development has not been established.
Flooding Review	Councillor Mrs S J Conboy Councillor S J Corney Councillor I D Gardener Councillor D M Tysoe Councillor R J West  Compile and review evidence (quantitative and qualitative) relating to the December 2020 flooding events, to: 1) Understand what happened. 2) Review the response. 3) Consider future prevention/mitigation.	Nigel McCurdy	<b>28th January 2021</b> – The Task and Finish Group met and began the review.  <b>Next Steps</b> A representative of Cambridgeshire County Council will attend the meeting on 25th February to answer Members questions.  Paul Burrows, Environment Agency, will attend the meeting on 11th March to answer Members questions.

<p>Strategic Review of Markets</p>	<p>Councillor B S Banks  Councillor S J Corney  Councillor J W Davies  Councillor Mrs A Diaz  Councillor Ms A Dickinson  (also the Executive Councillor for Operations and Environment,  Councillor Mrs M L Beuttell)</p> <p>To conduct a Strategic Review of HDC Markets and produce a Vision statement and a Strategy.</p>	<p>George McDowell</p>	<p><b>5th November 2020</b> – The Panel received a report and suggested scoping document for the Strategic Review of Markets. Members agreed to endorse the approach and aims as set out in the scoping document and appointed five O&amp;S Members to join the Executive Councillor for Operations and Environment in conducting the Strategic Review.</p> <p><b>18th February 2021</b> – The review commenced and Members discussed the survey.</p> <p><b>Next Step</b>  The next meeting will take place on 23rd March.</p>
<p>Waste Strategy</p>	<p>Councillor Ms A Dickinson  Councillor D A Giles  Councillor Mrs S Smith  Councillor Mrs S R Wilson</p>	<p>Neil Sloper</p>	<p>Study has not commenced.</p> <p><b>Update (provided on 24th November 2020)</b> – The delivery of HDC’s Waste Strategy is linked to two other strategies. The first is DEFRA’s Resources and Waste Strategy. This strategy determines any changes to waste collection practices and the options available for the collection of household waste. This has been delayed until spring 2021.</p> <p>The second is the RECAP (Cambridgeshire and Peterborough</p>



			<p>Waste Partnership) Waste Strategy, which is the parent strategy to HDC's Waste Strategy. The partnership has conducted modelling work with DEFRA to look at the impacts and alternatives of different approaches to waste and recycling collection models but is unable to continue the work until DEFRA's strategy is clear.</p> <p>The delay in the delivery of DEFRA's Strategy has had a knock-on effect for the expected date of RECAP's Strategy, meaning that the delivery of HDC's Strategy has been delayed until January 2022.</p>
Lifelong Health – Part Two	<p>Councillor S J Criswell Councillor Mrs A Dickinson Councillor K P Gulson Councillor Mrs S Smith Councillor Mrs J Tavener Councillor Mrs S R Wilson</p> <ul style="list-style-type: none"> <li>• Identify ways of developing better health outcomes for residents.</li> <li>• Identify the benefits of a whole system approach for the Council.</li> </ul>	Oliver Morley	<p><b>12th September 2019</b> – The Panel received the final report of Part One and agreed to continue the study under the guise of 'Part Two'.</p> <p><b>14th October 2019</b> – The Task and Finish Group met with Liz Robin, Public Health.</p> <p><b>10th December 2019</b> – Following the presentation of the Part One report to Cabinet and the meeting with the Director of Public Health, the Task and Finish Group met to refocus the scope of the study. The study will now focus primarily</p>

		<p>on collaboration with Parish &amp; Town Councils and community groups in order to improve residents' physical activity and well-being.</p> <p><b>13th January 2020</b> – The Task and Finish Group received a presentation from Active Lifestyles and assessed the interaction the service has with Parish &amp; Town Councils and community groups.</p> <p><b>28th January 2020</b> – Alyce Barber, Community Development Officer, attended and informed Members of her work with projects that helps build social contact, builds support networks and addresses mental health issues. Members will also discuss the evidence that links an individual's mental health with physical health.</p> <p><b>12th February 2020</b> – The Task and Finish Group received and discussed a number of case studies.</p> <p><b>26th November 2020</b> – The Group met and conducted an evidence review. Members recognised that the health issues discussed were around before the pandemic, however they have been affected by it. Despite this, it was decided that any health plan for the District should</p>
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			<p>look beyond the pandemic and be a post Covid-19 plan. The Group decided that the recommendations should be focused on the following themes: access to healthy food, mental well-being and physical health.</p> <p><b>Next Step</b> – A final report is in the process of being drafted.</p>
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## Completed

Topic	Membership & Scope	Lead Officer	Progress
Healthy Open Spaces and Play Strategy	Councillor Mrs A Dickinson Councillor K P Gulson Councillor Mrs S Smith Councillor Mrs J Tavener Councillor Mrs S R Wilson	Helen Lack	<p><b>11th March 2020</b> – A meeting took place with Working Group Members, the relevant Executive Councillors, Helen Lack and Sarah Wheale-Smith of PleydellSmithyman so that Members could give their views on the draft Strategy.</p> <p><b>29th July 2020</b> – A second meeting took place with Working Group Members, Helen Lack and Sarah Wheale-Smith of PleydellSmithyman. Members were shown the executive summary and a full draft of the Strategy.</p> <p><b>8th October 2020</b> – The Healthy Open Spaces Strategy was presented to Overview and Scrutiny.</p>

			<b>22nd October 2020</b> – The Cabinet endorsed the Healthy Open Spaces Strategy and 10 year action plan.
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