

**CLLR FIROUZ THOMPSON**

**HM QUEEN ELIZABTH II**

The death of HM Queen Elizabeth II on Thursday 8 September marked an end to over seventy years of public service. The accession of HM King Charles III was proclaimed locally two days later in Cambridge as well as in other locations across Cambridgeshire. It was a privilege to attend Northstowe proclamations as a County Councillor.

The death of the monarch was followed by a number of days of mourning. Some local authorities responded by cancelling council meetings in line with legal advice they were given. Other authorities responded by continuing to hold council meetings in line with legal advice they were given.

**STRATEGY & RESOURCES**

**Financial Crisis**

The financial crisis we thought we were experiencing a month ago as a result of energy prices was as nothing compared to the turmoil following the 'budget that wasn't a budget' announced by Prime Minister Liz Truss and Chancellor of the Exchequer Kwasi Kwarteng on Friday 23 September.

Even with the partial U-turn on Monday 3 October we face uncertain times as individuals, communities, and as a country. This includes local authorities.

**Current year – small overspend**

The Council's total service budgets for the current year are:

- Revenue: £456 million (net)
- Capital: £164 million (with a total programme of over £1 billion)

In setting the current year's budget in February 2022, the Council provided for significant budget growth between the previous year and the current year. It allowed for:

- Inflation £9.991 million
- Demand growth £9.615 million
- Pressures (e.g. increased costs or reduced income) £16.236 million
- Investments £7.253 million

This increased spending was met through this year's council tax increase, savings, and Government funding.

In June, the Council allocated additional resources to meet expected inflationary pressures in the current year. These are mainly due to energy prices and to some of the Council's large contracts which are linked to national inflation figures. The Council also created a reserve to meet unexpected inflationary pressures. Apart from pay inflation, the Council therefore expects to be able to meet the costs of inflation in its revenue budgets this financial year.

Even so, the Council is currently forecasting a small (£2.368 million or 0.5 per cent) overspend for 2022/23, mainly due to the effects of the expected level of public sector pay inflation for this year, which exceeds the estimates used in budgeting. Inflation is also impacting on the Council's capital programme, alongside international supply chain disruption.

**Next year and onwards—it gets much worse**

2023/24 onwards however is another story. Inflation remains a significant concern in looking ahead to setting the Council's medium-term financial plan for the next five years. When the Council set its Medium Term Financial Plan in February 2022, the budget gaps it expected in future years were as follows.

<b>ALL FIGURES FROM FEB 2022, in £000s</b>	2022-23	2023-24	2024-25	2025-26	2026-27
Budget Gap	16,700	19,626	23,127	15,006	18,731
Ongoing grant funding changes from settlement	-6,823	-1,851	0	2,162	0
4.99 per cent increase in Council Tax, versus 2 per cent increase already assumed	-9,877	-379	-390	-386	-394
<b>Remaining Budget Gap</b>	<b>0</b>	<b>17,396</b>	<b>22,737</b>	<b>16,782</b>	<b>18,337</b>

Budget planning is still ongoing, but instead of £17.396 million the remaining budget gap for the coming year 2023/24 is now looking to be over £28.6 million. This will again need to be filled by council tax, savings, and any Government funding awarded between now and February 2023. These were the assumptions made even before the economic announcement on 23 September.

Central government has so far given no indication of further funding to councils to meet pressures, and indeed since last month's financial announcement it is talking of reductions in public spending to pay for its unfunded tax cuts to high earners. The Council is therefore planning on the basis of needing to close this budget gap almost entirely through decisions within the Council's control.

In highways the cost of materials is rising, while Government capital allocations have not been increased for inflation, reducing the amount of maintenance it is possible to do.

Several of the Council's large contracts (such as for waste disposal) have inflationary uplifts included in contracts pegged to national indices—on a very large contract the difference between a 2 per cent rise and an 8 per cent rise can be very significant. The Council also purchases a large amount of electricity, with around two thirds of its electricity bill spent on powering street lights.

The Council also needs power for its public-facing buildings such as libraries, registration offices, highway depots and offices. Keeping these buildings open and warm may be even more important for individuals and communities during the colder months.

It is currently estimated that energy costs will double from October 2022. This projection is based on the information currently available and given the volatility of the market there is increasing uncertainty as to how forecast inflation will settle over future years. There are also potential risks to energy supply which could result in energy shortages.

In September 2022 the government announced some relief from energy price increases for public sector organisations. The Council is considering the detail of this announcement and its impact, if any, on price projections. If the relief is for only six months, it will not necessarily provide any reduction in prices faced over the medium-term.

Changes in energy prices affect the Council beyond costs such as simply heating buildings or running street lights. The Council is engaged in a number of energy projects, including retrofitting its own buildings with clean energy, building solar farms, installing solar panels on park and ride sites, and the flagship community heating project at Swaffham Prior. The business cases for all these projects change very significantly as a result of changing expectations for the costs of the oil and gas they are replacing.

### Support for residents in coping with the cost of living

The Council is continuing to collate information about the various sources of help for individuals and households struggling with the cost of living crisis.

<https://www.cambridgeshire.gov.uk/council/communities-localism/support-with-the-cost-of-living>

### BUSES

Buses have been the main talking point for residents and politicians alike, since Stagecoach announced that despite taking Government money to sustain local bus routes still affected by the Covid passenger downturn, they were going to close large numbers of local routes anyway from end of October. These include:

- Citi5 - new timetable, no longer serves Swavesey, Over and Willingham – To be called Longstanton-Bar Hill – Cambridge
- Citi6 - Oakington to Cambridge - enhanced frequency NOTE: last bus from Drummer Street is 16:50
- Busway A – St Ives – Trumpington – timetable amendment
- Busway B – Hinchingsbrooke to Cambridge – no change
- Busway C – Huntingdon to Long Road – school peak times – no change

All new timetable are available on this link in a PDF format:

<https://www.stagecoachbus.com/promos-and-offers/east/east-bus-network>

Meeting took place on Monday 18 October at 6.30pm hosted by Bar Hill Parish Council and included Parish Councillors/Clerks, District and County Councillors from Swavesey, Over, Willingham, Longstanton, Oakington & Westwick. I will share the notes from the Bar Hill Clerk and slides from Stagecoach when I receive them.

### Combined Authority

With these services due to cease on 30 October (all the notice Stagecoach have to give) the Mayor's Combined Authority—which is the public transport authority for Cambridgeshire & Peterborough—has launched a procurement with £1.7 million on offer to fill as many of the gaps as possible from the date on which Stagecoach leaves them until the end of March 2023. The Combined Authority Board will meet on Wednesday 19 October, when it will reach a decision on the outcome of the procurement.

Beyond March 2023, the Combined Authority will be making decisions on bus services as part of its annual budget and business planning process.

The actions of Stagecoach have shown that the current system—in place since the mid 1980s—where commercial operators compete for money-making routes, leaving local authorities to fund the loss-making but socially necessary routes, is unsustainable. It is therefore vital that the Combined Authority moves forward at pace with proposals to develop a reliable public transport network for Cambridgeshire. Ideally this would include franchising of bus routes, where profitable and unprofitable routes are bundled together to avoid the current cherry-picking. However, to do this requires a steady stream of income.

### County Council

At Cambridgeshire County Council's Strategy & Resources Committee on Friday 30 September, councillors on all sides joined to condemn Stagecoach for its actions, calling them 'appalling', 'scandalous' and even 'diabolical'.

But a premature proposal to allocate £1.7M of the Council's own reserves to a bus subsidy pot was not supported at this stage, given that there was an ongoing re-tendering process whose results were not yet known. The Strategy and Resources Committee meets next on 20 October, the day after the Combined Authority Board, when the gap between the Combined Authority's resources and the need will be much clearer.

Council Leader Cllr Nethsingha is writing to Government, specifically to Lucy Frazer MP as Minister of State for Transport, to ask that the Government urgently review the current regulations which allow bus companies

to simply cancel routes at such short notice, and which give Bus Improvement money direct to bus operators rather than the local authorities responsible for them.

### Greater Cambridge Partnership

Meanwhile, the Greater Cambridge Partnership Board has agreed to go to public consultation on its proposals for significant bus expansion over the next four years, paid for by a charge on driving in Cambridge from 2027. A set of exemptions, discounts, and refunds is also proposed in a number of circumstances.

I believe it is extremely important that residents across Cambridgeshire are fully enabled to take part in the forthcoming consultation, and are provided with all the information they need to do so.

### Greater Cambridge 'Public Transport & City Access' consultation – Have Your Say

Greater Cambridge is a vibrant, economically successful and beautiful place. But we have some of the worst congestion in the UK, making it hard to get around and polluting our air. For many journeys, there's no alternative to going by car, limiting opportunities for many. With employment and population growing, the pressure on our roads will increase and our quality of life will suffer.

Yesterday Greater Cambridge Partnership launched Making Connections consultation. You can have your say on proposals for faster, cheaper, more reliable bus services and safer cycling through the introduction of a Sustainable Travel Zone:

From as early as mid-2023, proposal is to transform the bus network through more services to more locations, with cheaper fares at £1/£2 per journey.

Alongside the bus network, there are proposals for more investment in new sustainable travel schemes, such as better walking and cycling links.

From 2027/28, proposal is to introduce a Sustainable Travel Zone in the form of a road user charge to pay to drive in the Zone at certain times.

There would be discounts, exemptions and reimbursements for some, including those on low incomes and blue badge holders.

Shaped by extensive consultations, GCP is seeking input to this step-by-step plan for better, cleaner, safer transport.

Have your say

You can complete our survey online or contact the GCP by post, phone, email or social media from Monday 17th October to **midday Friday 23rd December**. Find out more about the ways to respond online:

[www.greatercambridge.org.uk/mc-2022](http://www.greatercambridge.org.uk/mc-2022).

You can hear more about the proposals at a series of drop-in events across the region. There are also online events. All events are listed here: [www.greatercambridge.org.uk/mc-2022](http://www.greatercambridge.org.uk/mc-2022).

We strongly encourage Cambridgeshire residents to read the proposals and respond to the consultation.

We need a plan that reduces carbon emissions, improves air quality, and makes Cambridgeshire's roads safer and less congested, while at the same time providing affordable, reliable, and convenient options for travel.

### Active Travel Strategy for Cambridgeshire Public Consultation

Cambridgeshire County Council has developed three new strategies setting the transport vision for Fenland and Huntingdonshire, and for active travel across Cambridgeshire.

The Cambridgeshire active travel strategy aims to make active travel the 'go to' option for local journeys. Active travel investment can have an all-round positive impact in terms of increasing the number of journeys travelled by foot or cycle, improving the environment, improving air quality, and improving the health and wellbeing of the community. Active travel is one of the steps individuals can take to help reach zero carbon targets.

Details are on the link and consultation runs until **7 November 2022**

[Active travel strategy for Cambridgeshire public consultation | Consult Cambridgeshire \(engagementhq.com\)](#)

## **ADULTS & HEALTH**

### **Winter infections**

Nationally and locally the public health services are gearing up for resurgences of Covid, and of flu and other outbreaks. No additional Covid-specific funding has been provided in the Government's public health grant to local authorities this year, though locally a small Covid team is funded until March 2023 from remaining resources.

To address the risk of a surge in infections, the Council is preparing to establish a Winter Infection Management Team, with an Amber plan for an extremely difficult winter, and a Red plan in the event of a major incident.

Autumn Covid boosters are currently being delivered to those aged 65+ and some who are at higher risk, with flu jabs also being given at the same time.

### **Winter infections**

Following the debate at January's Full Council meeting about the Envar application for a medical waste incinerator at Woodhurst, a report is coming to the Adults & Health Committee on Wednesday 5 October on how the NHS locally is tackling waste and promoting carbon reduction.

The report says, "All trusts aim to maximise recycling of domestic mixed recycling wastes through sustainable waste management, including for example specialist recycling of certain types of waste, such as toner cartridges, batteries and reuse of items such as furniture and walking aids. The remaining general/DMR [domestic mixed recycling] waste is processed via contracted services. Each trust has their own contract to dispose of this waste."

It goes on, "The Cambridge University Hospitals NHS Foundation Trust (CUH) incinerator provides disposal for 7- 8 tonnes of healthcare waste per day. This waste is generated from CUH and Royal Papworth Hospital (RPH). On-site incineration of healthcare waste is subject to constant emissions monitoring and very tight permit controls whilst significantly reducing the carbon emissions that would arise from waste road haulage and providing heat recovery to directly warm the hospital campus premises (15% of total)."

Examples are given from the various local NHS Trusts of their action plans to reduce waste and plastics. The new Integrated Care System for health and care in Cambridgeshire has a Green Plan for sustainability and carbon reduction.

## **COMMUNITIES, SOCIAL MOBILITY AND INCLUSION (CoSMIC)**

### **Help with water bills**

The County Council's COSMIC committee has agreed to use money from the Household Support Fund to give a 'payment holiday' to pensioners in arrears with their water bills—often an early sign of financial distress. At least one third of the Household Support Fund must be allocated to pensioners, and the fund had to be spent or committed by 30 September.

Anghian Water has approximately 2,800 customers of pensionable age in Cambridgeshire who are in arrears with their water bills, and were early to agree this scheme in principle. Since the committee made its decision, Cambridge Water has also come on board.

### Communities Capital Fund

The committee also received the findings of a working party set up to consider the eight 'red rated' capital projects offered money by the previous administration's Communities Capital Fund. Seven of these eight projects were found to be sufficiently well advanced that they could proceed to completion.

The eighth however, a new community building at Stretham whose costs had ballooned and which had neither planning consent nor firm commitments of additional funding to match the £500,000 offered by the council, was agreed by a majority of the committee to be non-viable and was terminated.

## HIGHWAYS AND TRANSPORT

### Local Highways Improvement

The Council's Highways & Transport Committee is being asked to approve a new way of managing Local Highways Improvements, developed by a councillor working group.

Applications will be divided into non-complex and complex schemes. Non-complex applications will attract a maximum of £10,000 in council contribution, with complex proposals will be able to seek up to £25,000. The overall council budget for Local Highways Improvement bids will remain the same.

Non-complex projects will be scored by council officers using an agreed matrix, and a councillor working group will review the scores before they are submitted to Highways & Transport Committee for approval. This should speed up the process for all applicants, and mean fewer applications for the councillor panel to interview in depth.

For the coming year, the proposal is for the application window to open on **Monday 31 October** and close on **Friday 6 January**, with panel meetings in May.

### HGV Policy

The Council's Highways & Transport Committee is also being asked to approve a new HGV policy drafted by a working group. The policy seeks to address how the Council will fulfil its responsibilities for HGV movements throughout Cambridgeshire, and how it will work with partners to reconcile several key aspects of this issue, in particular the contribution of freight to the local economy, the effects of HGV traffic on the environment, and local concerns about residential amenity.

The policy also sets out how communities can take action to address the issue of HGV movements and how they can seek advice, support, and action from the Council if locally brokered solutions are unsuccessful.

The Council's Advisory Freight Route Map, which is currently on the Council's website, will go live on the one.network website, hopefully towards the end of this calendar year.

### Highways Asset Management System

The Council is going out to tender for a new Highways Asset Management System. This will enable different parts of the highways service to work together properly, enable mobile working, directly share information with other council systems, and be hosted in the cloud. It will replace the current outdated Insight system, including the limited public facing Report It tool, and provide a much more satisfactory and coordinated way of working.

### Local Cycling & Walking Infrastructure Plan (LCWIP)

The Highways & Transport Committee is being asked to approve a new Local Cycling & Walking Infrastructure Plan, which highlights key corridors where it is possible to increase walking and cycling and reduce short car trips. The LCWIP will sit under the Active Travel Strategy for Cambridgeshire which is currently under

consultation, and this in turn sits under the Combined Authority's Local Transport & Connectivity Plan, currently being refreshed.

Consultation on the LCWIP took place in June and July 2021. A number of key cycling routes have been identified, and walking zones in the larger settlements. These have been mapped, and general approaches and interventions proposed.

There are no proposals in my ward that were taken to the final proposal, although a few routes were highlighted in the initial report see below:

- Cottenham - respondents who discussed this theme felt that there should be more cycle routes to and around Cottenham. Along with the connection to Willingham discussed in the Willingham theme above, these included routes to Westwick/Oakington (for busway access) and to Dry Drayton (for access to the new cycle path on the A14)
- Longstanton - most respondents felt a safe cycling route was needed to link Longstanton to Over and Swavesey that provided a safe way to cross or avoid the B1050.
- Oakington - most respondents discussed the need for links to Dry Drayton, Cottenham, and Bar Hill, particularly along Dry Drayton Road and Oakington Road. These respondents indicated that cycling in these areas was unsafe due to the high speeds of motorised vehicles and the narrow road.
- Willingham - respondents who discussed this theme felt that Willingham needed a cycle route to Rampton (as Rampton has cycle connections to Cottenham where school age residents need to commute to). Other settlements respondents suggested needed a 32 connection included: Northstowe/Longstanton, Bar Hill, Over, Earith, and Reach
- Willingham - respondents who discussed this theme felt that Willingham needed better connectivity to Rampton (as Rampton has active travel connections to Cottenham where school age residents needed to commute to), Northstowe/Longstanton, Bar Hill, Over, Earith, and Reach

[Local Cycling and Walking Infrastructure Plan](#) (with appendices [Consultation report \(Report Appendix 1\)](#), [Consultation report appendices](#), [LCWIP Appendices](#), [LCWIP v7 final](#)): to adopt the Cambridgeshire Local Cycling & Walking Infrastructure Plan; and delegate authority.

The current proposals are currently unfunded, but having an LCWIP in place increases the likelihood of getting active travel funding from central government.

### Meanwhile on the Combined Authority

When the Combined Authority is not considering buses, the vast majority of its time is spent on the Improvement work that has been ongoing ever since a report from the auditors on the unsatisfactory state of affairs there. The Improvement framework presented to the Combined Authority's Audit & Governance Committee sets out six 'key priority areas of focus':

1. Establish clarity on the scale of political ambition and develop an overarching strategy for the remainder of this mayoral term, and to chart the next steps on that journey. This needs to include defining the purpose and role of the CPCA and in particular where the CPCA can add value.
2. Implement a comprehensive reset of ways of working and align the policy development and pre-Board processes to support this.
3. Prioritise work to establish a long-term strategy for transport, an urgent development of a bus strategy and review the role and functioning of the Business Board.
4. Undertake a strategic review of income projections, including options, to secure sustainability and the possibility of taking a more strategic approach to the application of funds for identified priorities.

5. Design and implement an organisation for today's performance, and with the agility to act on emerging demands and opportunities.

6. Map the approach, capacity and arrangements needed to build an effective public relations and influencing delivery operation.

Meanwhile, the Housing Committee is to receive a report on its outstanding loans. As previously reported, the largest loan made by the Combined Authority for housing is £24.4M to East Cambs Trading Company, a company owned by East Cambridgeshire District Council, for its scheme to refurbish the former MOD homes in Ely. The balance of this loan as at 16 August was £11M. The loan falls due in March 2023, and the most recent monitoring report advises that the cash flow is behind forecast. The Trading Company says it has 'access to a facility' in the event that it cannot repay the loan in full.



## Monthly Division Reports

### Highways

- **B1050 Roundabout:** CCC's Road Safety Audit Stage 1 (Concept and Stage), 2 (Detailed Design) have been completed, the final Stage 3 (Post Construction) is yet to completed and CCC will meet with Homes England and Sisk to get this over the line. Road safety audits are carried out on all significant County Council and developer promoted highway schemes. This is to ensure adequate levels of safety are maintained and that problems previously identified at similar sites are avoided in new works. The Traffic Management was reinstated back in May to enable final works to be completed safely. These works have been agreed with Cambridgeshire County Council Highways team and when completed will enable the opening of the roundabout junction. **NO updates since last report.**
- **South Access Road West:** Update given by Homes England at July Northstowe Forum: We're currently unable to provide a specific date. Although works are nearly complete, there are some technical processes that need to be followed to ensure the road can open permanently and safely. We apologise that the road and associated footways, cycleways and bridge have taken longer to build than we initially expected. We hope we will be in a position to open the road to the public towards the end of the Summer (2022). Once open, the road will provide a convenient connection between Northstowe and the A14 at Bar Hill, reducing traffic traveling through Longstanton. **NO updates since last report.**
- **A1307 leading to B1050 - Ramps:** CCC Highways have been discussing Traffic Management plan for these ramps to be also repaired, we are awaiting dates tbc. Lab results for the ground investigations and testing was received and will be discussed with National Highways who built the A14. **NO updates since last report.**
- **A14 Trees:** Following our motion at Cambridgeshire County Council, we are now liaising with National Highways, they are carrying out a survey which will be finished by the end of May, analysis will take a few weeks after. We met with National Highways on 22 June to discuss the survey analysis and next steps and the action plan and will share with you when available. **NO updates since last report.**
- **Homes England FAQs from Northstowe July Forum:**  
<https://static1.squarespace.com/static/5a8ffb80e74940793fe11531/t/62e28e961854770e45f89208/1659014810281/Northstowe+FAQs+Final+v2+July+22.pdf>

### Other:

- **Northstowe Education Campus:** we continue to liaise with Homes England and their contractor Sisk regarding the completion of Rights of Ways (paths/cycleways/bridleway) form the Busway and Rampton Drift. **NO updates since last report.**
- **Quarterly Homes England meeting:** There is a planned quarterly meeting between Longstanton Parish Council, Northstowe Town Council, Oakington & Westwick Parish Council, Local County and District Members and Homes England on Wednesday 12 October.

## Longstanton

- **Wilson's Road Bridleway South and North:** feedback has been received from the Cambridgeshire Local Access Forum members which includes the British Horse Society, Ramblers, Cycling UK, Cam Cycle and Longstanton Parish Council. This feedback will go back to the Highways & Transport Committee. **NO updates since last report.**
- **Hattons Road Pond/Cycle Path B1050:** a meeting was held on 22 June with CCC, Greater Cambridgeshire Shared Planning, L&Q, Longstanton Parish Council and local Councillors. Key points from a planning perspective were set out:
  - Construction of the Hattons Road Ponds was initially secured by the outline planning permission for Northstowe Phase 1 (S/0388/12/OL) and the detailed design was approved in a subsequent reserved matters approval (S/0038/15/RM). Various amendments have since been made to the approved drawings, although some discrepancies remain compared with the as-built situation.
  - L&Q Estates has been invited to submit a retrospective application for a further amendment to bring the approved plans up to date. Once the application has been received, the planning authority will carefully consider the detail and any implications before making a decision.
  - Should the application be approved, this would regularise the as-built design and allow any outstanding landscaping works to be completed as required by the Section 106 agreement associated with the outline planning permission. Should the application be refused for any reason, formal enforcement action would need to be considered.
  - Linked to this outstanding issue is the B1050 cycleway project, which due to its proximity to Hattons Road Ponds is likely to affect the land transfer arrangements and to some extent the landscaping around the ponds. The planning authority is therefore keen to see any uncertainties resolved so that the abovementioned application can be prepared and submitted as soon as possible.

L&Q informed us that they are discussing with alternative bodies such as Anglian Water regarding the long-term management for Phases 1 and 2. Next steps to be confirmed. **NO updates since last report.**

- **Hatton's Park:** I am currently working with Parish Council, County Council and Hattons Park school to look at ways of improving the traffic around school times: a) walking bus to school from the Pavilion which will require volunteers who will need a background check, we are awaiting confirmation in writing by the Parish Council and b) Second entrance from Magdalene Close – currently there is no funding available at County as Parish Council has been updated.
- **Capital Highway Maintenance Programme:**  
[Appendix 1 Capital Highway Maintenance Programme 2022 to 2024 v2 \(cambridgeshire.gov.uk\)](#)
  - Footway maintenance: Prentice Close, Full estate, footway resurfacing, completion date 2022/23 (£150k).
  - Carriageway maintenance: School Lane, from village to B1050, carriageway resurfacing, budgeted 2024-2027 (£250k): UPDATE: Short term: the 11 potholes on School Lane, should be filled by early next week w/c 10 Octobe.! Medium term: School Lane will be patched in this financial year (ending March 2022) and Long term: School Lane to be resurfaced in the next financial year (ending March 2023). Massive thanks to James our Local Highways Officer who keeps raising School Lane and won't give up.
  - Footway Slurry Seal: Haddows Close and Spiggots Close, completion date 2022/23 – **now completed.**
- **A14 budgets** - further budget has become available and the following roads will be updated:
  - Hattons Road and Home Farm Road from B1050 roundabout to Over Road roundabout – patched and surfaced dressed
  - Hattons Road B1050 roundabout down to new roundabout – patched and surfaced

- **Flooding hotspots:** We have focused on the 50 locations smaller more 'easy to fix' flood locations to help ensure we achieve the broadest impact across the road network and communities. The project highlighted a number of major flood locations that are complex to resolve. To avoid using all the project funds in one location we removed these locations from the project and will investigate funding and develop them as stand alone projects. Unfortunately, none of the areas that were put across for Longstanton, which were mainly around B1050 and High Street were on the 50 locations.

## Northstowe

- **Police:** Following various Anti-Social Behaviours and illegal parking around school in Northstowe, Cllr Richard Owens and I met with South Cambs Police Officer on Thursday 7 July, advice was to report all incidents by calling 111 or online or 999 (if life threatening – such as fires/threatening behaviours with knives). Links to ways of reporting [Report a crime or incident | Police.uk \(www.police.uk\)](https://www.police.uk), [What to report | Police.uk \(www.police.uk\)](https://www.police.uk), [Antisocial behaviour | Cambridgeshire Constabulary \(cambs.police.uk\)](https://www.cambs.police.uk). Please also note that the residents can have their say on what your neighbourhood policing team should be tackling - <https://bit.ly/3ldqB6k> In May you told police that ASB, speeding, and drug dealing were among your concerns and we've been prioritising those issues across the area. Further reports of ASB has been raised on Northstowe Pioneers, I have met with Think Communities team and will raise further concerns with the Police Officer for South Cambs. **UPDATE:** I continue to report any cases raised with the police and continue to asks residents to report any incidents.
- **Links to Longstanton Park and Ride to Northstowe Phase 1:** after several years of not knowing how this link was going to be provided, we are really pleased to say that a contractor has been appointed and a budget agreed for the construction of the link road between Longstanton Park and Ride and the road within Northstowe Phase 1. As part of these works the contractor is also going to construct the path link into the waterpark from the park and ride site. The appointed contractor is now undertaking some site investigation and clearance and is doing final details of the construction and design and finalising the cost. The project manager at CCC is hoping that they should be on site in September with all the works completed for the new year. The CCC team have requested that the link to the waterpark is built as early as possible to provide this link as soon as possible. This also means that there will be a lit route between the park and ride and Northstowe this winter which will be very pleasing to all those who walk and cycle this route. We would like to thank the CCC team, specifically Tam Parry who has worked long and hard to find money that was not available. **UPDATE:** Works commenced on Monday 3 October for 10 weeks.
- **Guided Busway link to Northstowe/Rampton Drift:** improving visibility will require vegetation to be cut back, and the speed of the buses to be reduced to 30mph. The scope of the other works is to improve the surfaces on either side of the crossing place. Unfortunately, it is not possible to remove the stepped nature of the crossing as the Guided Busway is on a curve and needs to be guided at this location. The County team are awaiting quotes from Highway's maintenance contractors to level either side of the busway. Also, additional costings are being drawn up to see whether lighting columns just on the Northstowe side of the crossing can be made sufficient to light the crossing point to enable the electric requirements to tap into the existing connection for the pumping station. Pleased to say that Homes England have committed to supplying this. We are currently waiting for a drawing for lighting column location. We hope that the above costs will then be covered under S106 for phase 2 Northstowe, therefore we are having conversations with the main builders for Phase 2 regarding this funding. Timelines are currently difficult to commit to until the order is in with the contractor to do the works. The future plans for leaving Northstowe to go towards Cambridge are on the busway will be via the busway through the town centre and out of Northstowe just north of Oakington when this road opens. **UPDATE:** Works commenced on Monday 3 October for 10 weeks.

## Oakington & Westwick

- **A14 Legacy Fund:** Proposed TRO (Reference Number PR0786) - Cambridge Road, Water Lane and Station Road, Oakington and Westwick. Proposed speed cushions and road humps in Cambridge Road, Water Lane and Station Road in Oakington and Westwick. This fund was successful for the speed calming in Oakington, A14 Legacy team and Highways England handed over this scheme to County Council in July as the A14 team struggled to resource. Consultation with residents closed in March and no objections were received.

It was agreed between CCC and Oakington & Westwick Parish Council that A14 Legacy speed cushions and road humps and **zomph scheme** (not including Westwick) and **Westwick footpath** resurfacing will all be delivered at the same time. Timelines are based on CCC producing a design and then formally consult on the proposal. This consultation run from mid-July through to Mid-August with only one objection: The Delegated Decision Report and Decision summary can be found here: [https://cambridgeshire.cmis.uk.com/ccs\\_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/2049/Committee/30/SelectedTab/Documents/Default.aspx](https://cambridgeshire.cmis.uk.com/ccs_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/2049/Committee/30/SelectedTab/Documents/Default.aspx)

Work commenced w/c 22 August and unfortunately due to the burst water main w/c 29 August and Cambridge Waters subsequent repair work we fell a week behind on our programme below, all being well and weather permitting the Highways team will finish work on Friday 9 September. **UPDATE:** Currently there are several snagging items that have been rectified of the outstanding works and they aim to come back and complete the remainder on the W/C 24/10/22 and continue into the first week of November. These works include installing new terminals, new lining and installation of a speed cushion on water lane. I will keep you informed of any further updates.

- **New development on the corner of Cambridge Road:** With thanks to our Local Highways Officer, who worked with Cook & Cook for 3 days, the footpath has been resurfaced to Highways standards and is looking great. The issue is now to find the budget to adopt the extra footpath, unfortunately not as straightforward as buying a piece of land. We are hoping that the cycling team can fund the legal costs for this path for their Phase 2, this is being discussed currently. **NO updates since last report.**
- **Longstanton Road Culvert:** the local gully drainage connections was surveyed but the main access manholes were jammed so we are planning to go back so we can survey the main culvert. Report was shared with Parish Council on 4 July and it stated that there was too much silt in the system to continue, once we have the bigger picture we can look at jetting etc if needs be. A further CCTV survey report was shared today with the Parish Council, it is confirmed that there is no structural damage to this culvert and the brickwork is in good order. There are issues with silt at the ends of the structure but this is all beyond the public highway and where the culvert is piped in private gardens etc. Next steps will be discussed after the officer in charge is back from annual leave. **NO updates since last report.**
- **Shared- use Path Improvements Oakington to Girton:** In July, CCC finished the Phase 1 of widening the shared-use path along Oakington Road, between Brook and Gatehouse Road to benefit walking and cycling. We also tightened the junction at Gatehouse Road to improve visibility for path users and carried out some improvements to the pinch point into Oakington to improve the flow along the paths. This was funded by Highways England, as mitigation for the A14 works. Phase 2 will look to primarily be widening the path from Gatehouse Road to Oakington, subject to design. This will be funded by S106 money from Northstowe. The design has been developed and the cost estimate for construction is more than funds remaining. However, the scheme is still being championed by our project board, and it's looking promising that we will find additional money. We should be able to widen the path from the New Road junction up to the first houses, and we are hopeful we can stretch this past Mansel Farm. Whether we can widen the path in front of the main stretch of houses up to the crossroads is more uncertain at the moment. In the meantime, work cannot start until the Autumn due to birds nesting in the hedges, therefore, CCC are using this time to finish the design, apply for flood and water consent and purchase a small strip of land adjacent to the New Road junction. **NO updates since last report.**

Trenches on Cambridge Road: this work was rectified back at the end of July as they unfortunately appeared after the survey work carried out.

- **Capital Highway Maintenance Programme:**  
[Appendix 1 Capital Highway Maintenance Programme 2022 to 2024 v2 \(cambridgeshire.gov.uk\)](#)  
Footway maintenance: Station Road, Westwick, from bridge to nursery, footway resurfacing and widening, completion date 2022/23 (£35k). Included alongside A14 legacy and 20mph – All to be completed by 9 September.
- **Mobile located on Oakington School (aka Old Humpty Dumpty):** Update this month is that we finally have electricity and are awaiting to complete all works before giving the building back to the school, the rental will be peppercorn rent but all bills will have to be paid by the school, this contract will be in place until we have tendered for a new Early Years provider which will not be before January 2023. The county team are keeping directly in touch with the school head.
- **Early Years provider for mobile located on Oakington School:** At the Children & Young People's committee on 11 October, there will be a paper to inform the Committee of the process of the Pseudo Dynamic Purchasing System and how it will operate to support the Council to meet its statutory sufficiency duty to ensure sufficient Early Years (EY) and childcare places across the County. With endorsement of the recommendations, officers will be able to initiate call offs from the PDPS and subsequently award contracts to secure new childcare providers where needed across the County. This will include the Early Years provider for this mobile on Oakington School grounds and 3 others school 1 in Arbury and 2 in St Neots. Link to Agenda no 7 on the committee papers is <https://tinyurl.com/mr34j3mb>
- **Flooding hotspots:** Thank you to the Environmental Advisory Group for sending across the list of the flooding hotspots in Oakington & Westwick, 50 locations were picked for this budget, of which 3 locations have been identified for Oakington: a) Water Lane – from Traffic lights at the crossroads in the direction of Cottenham lots of block gullies, b) Dry Drayton Road – water pools at this location, the in-kerb gulley and c) Mill Road outside nos. 1 and 2. We will be commencing the first of the schemes later in September and early October with the plan to complete them late in the autumn with firmer start dates and details of the schemes will go to the Parish Councils.

## Over

- **Stagecoach:** I would like to thank Cllr Geoff Twiss, for his very comprehensive document outlining all the busway issues with ticket pricing anomalies, which highlighted the terminology, fare differences, ticket price anomalies and issues, child fares, zoning of busway fares. Stagecoach have informed me that it has been an extremely helpful document. **NO updates since last report.**
- **Mill Road Footpath:** Following a number of queries raised by residents about footpaths on Mill Road, I have been looking into the footway criteria within the County Council. I have been informed by the County Officers outside of any S106 for new developments:  
There are two funding grants we receive from Government. The Highway Maintenance block of funding, and the Integrated Transport block of funding. The highway maintenance funding can only be spent on maintenance, and not the provision of new infrastructure, such as new footways/ cycleways, etc. The Integrated Block funding stream is where improvements are funded from. These improvements are usually identified, ranked and prioritised on an annual basis, from a list of projects called the Transport Investment Programme (TIP). This is not managed by the Highways team, but the Transport Strategy and Funding team.  
The TIP is available online, both in list and map format, details are on this link.  
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-investment-plan>  
There are also a number of cycle routes (shared use) being provided across the County, these are funded through the cycling team.  
I am talking with the teams individually to try to understand all these different routes, in the first instance it is worth pointing out that Mill Road footpath is currently not on the TIP as per the above link. The only project outlined for Over is No.239 on page 18 – Longstanton Road, Over between the Guided Busway and King Street – new cycleway – unfunded, part of a Programme by TSCSC - Transport Strategy for Cambridge and South Cambridgeshire. **NO updates since last report**, but it is worth noting that in the current Local Cycling and Walking Infrastructure Plan further up on this report, Mill Road was not highlighted.
- **Capital Highway Maintenance Programme:**  
[Appendix 1 Capital Highway Maintenance Programme 2022 to 2024 v2 \(cambridgeshire.gov.uk\)](#)
  - Carriageway maintenance: Station Road, Traffic calming to Church End, carriageway resurfacing, budgeted 2024-2027 (£380k)
  - Footway Slurry Seal: Websters Way, **complete.**

## COUNCILS, RESPONSIBILITIES AND KEY GOVERNMENT FUNDED ORGANISATIONS

If you have a problem or concern do not worry too much about who can solve it just ask the question and we will endeavour to signpost to the right person. The organisational structure of Cambridgeshire is complex, but it is important to identify where responsibility lies.

<p><b>County Council</b></p> <p>Responsibilities: Education, Transport, Highways, Heritage, Social care, Libraries, Trading standards, - Waste management, Maintaining their estate.</p> <p>Some of these services are shared between Peterborough City Council and Cambridgeshire County Council but any concerns should be directed to the county council.</p>
<p><b>District Council</b></p> <p>Responsibilities: Council tax payments and benefits, Household bin collections, Housing and housing benefits, Council leisure facilities, Environmental health, Residential planning.</p>
<p><b>Parish/ Town Council</b></p> <p>Responsibilities: Looking after community buildings, Open spaces, Allotments, Play Areas, Bus shelters.</p>
<p><b>Greater Cambridge Partnership (GCP)</b></p> <p>'The local delivery body for a City Deal with central Government worth up to £500 million over 15 years, to vital improvements in infrastructure (decarbonising transport), supporting and accelerating the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships.'</p> <p>Partnership between Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council, University of Cambridge.</p>
<p><b>The Combined Authority, Cambridge and Peterborough, our elected Mayor</b></p> <p>'A combined authority (CA) is a legal body set up using national legislation that enables a group of two or more councils to collaborate and take collective decisions across council boundaries.'</p> <p>What our mayor does – Business support, skills, housing, transport, environment, international, digital connectivity, resilience, research, and strategy. New homes.</p>
<p><b>Police and Crime Commissioner, Cambridge and Peterborough</b></p> <p>To support and challenge the Chief Constable to provide effective and efficient policing services for the area.</p>
<p><b>Cambridgeshire and Peterborough Fire Authority</b></p> <p>The Fire Authority is the governing body responsible for delivering a fire and rescue service to Cambridgeshire and Peterborough. It is made up of Cambridgeshire County Councillors and Peterborough City Councillors.</p>

## CONTACT DETAILS

Please do not hesitate to contact me if you have any questions about the above, or any other matters.

Firouz Thompson, County Councillor for Longstanton, Northstowe, Over and Oakington & Westwick  
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For those on social media we have highly active Facebook groups:

<https://www.facebook.com/groups/2066298150052161/> - Longstanton, Oakington and Northstowe

<https://www.facebook.com/libdems3rdMay18> - Over & Willingham