



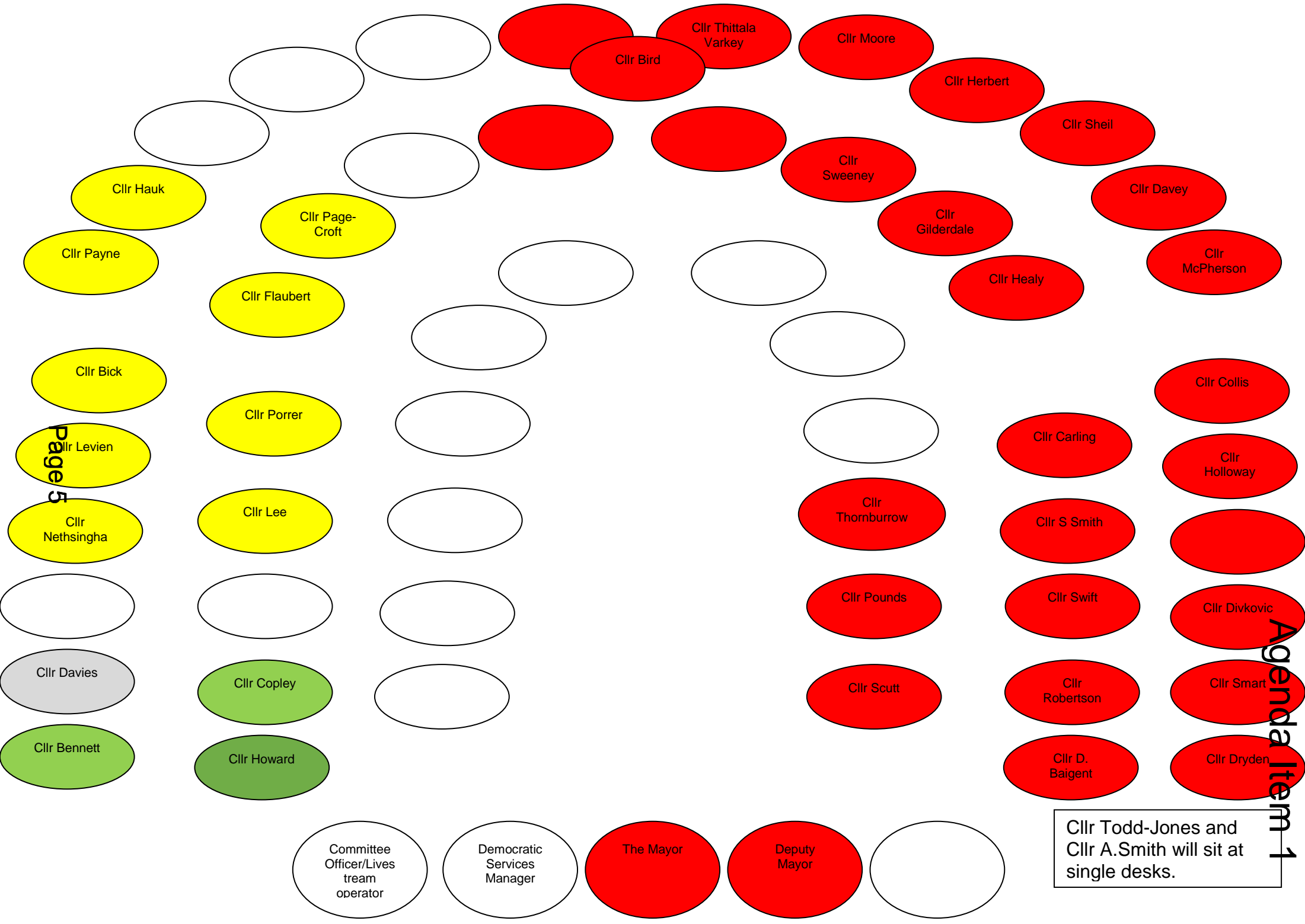
CAMBRIDGE CITY COUNCIL

INFORMATION PACK

Date: Thursday, 23 February 2023

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Agenda Item 2

| Oral Questions | From | To Executive Councillor | Question |
|----------------|----------------|--|---|
| 1 | Cllr Copley | Cllr Collis, Open Spaces, Food Justice and Community Development | The government has announced “the environmental improvement plan” and in this that every household will be within a 15-minute walk of a green space or water. What will Council do to assess if we are meeting this for existing and new communities, and to ensure we deliver this access to green space if there are any residents denied this? |
| 2 | Cllr Bick | Cllr A Smith, Leader of the Council | As national planning controls have been relaxed, and patterns of retail behaviour and demands for space change, what can the council do to ensure that those retail stores that continue to constitute important local amenity remain at the centre of local communities? |
| 3 | Cllr Carling | Cllr Gilderdale, Recovery, Employment and Community Safety | With Sexual Abuse and Sexual Violence Awareness Week earlier in the month, please can you update on work that’s going on to support and protect victims of sexual violence and abuse |
| 4 | Cllr McPherson | Cllr A Smith, Leader of the Council | In the leader’s role as board member for the CPCA, can she comment on why it was necessary to have a mayoral precept? |
| 5 | Cllr Divkovic | Cllr Collis, Open Spaces, Food Justice and Community Development | With the herbicide free trial in Arbury and Newnham approaching an end, can the Executive Councillor give an update on any findings from the trial and next steps? |
| 6 | Cllr Flaubert | Cllr Collis, Open Spaces, Food Justice and | Could the Executive Councillor please confirm progress on installing electricity to Hobson's Square in Trumpington? |

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| | | Community Development | |
| 7 | Cllr Sweeny | Cllr A Smith, Leader of the Council | With reference to item 11a, what are the leader's reflections on her first 3 months on the board and the value that the CPCA has for Cambridge city |
| 8 | Cllr Todd-Jones | Cllr Moore, Environment, Climate Change and Biodiversity | How is the council using its leadership role in the city to achieve our ambition of Cambridge to become a net zero carbon city |
| 9 | Cllr S Smith | Cllr Thornburrow, Planning Policy and Infrastructure | The Cambridge Water Resources Management Plan is delayed. How does this affect our emerging local plan schedule? |
| 10 | Cllr Lee | Cllr A Smith, Leader of the Council | Could the Leader of the Council advise us whether the Voi scooter scheme is going to be extended? While the scheme is not entirely without hiccups, it's been a benefit to many across the city especially those who can't drive and don't know how to cycle and so some clarity on the future of the scheme would be wonderful for them |
| 11 | Cllr Howard | Cllr Smith, Leader of the Council | Interfaith Chaplaincy. The Census shows the diversity of Cambridge residents whose religion was last reported as: None (45%), Christian (35%), Muslim (5%), Hindu (2%), Jewish (1%), Buddhist (1%), Sikh (<1%) or another. This question is not to challenge or criticise the typically Christian selections of previous chaplaincies, but to open the door for access to many others. It is also the belief of many (myself included) that there are many ways - within awareness of the risks of dogma - to access a core truth about what it means to be alive on this planet, and which surely all world faiths have started from. To reflect this, would the |

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| | | | <p>Council consider an interfaith chaplaincy whereby the selection of those speaking before each council meeting in the name of "chaplain" is from a diversity of thought leaders - of all religions and philosophies, to reflect the residents that live in the city? When inviting a faith leader the council could, also for example, invite a few members of their community as well for say a tour of the guildhall immediately before a meeting, and then stay and listen in to the speech by their faith leader / more of the meeting. This could be a great way to bring members of other faiths into the guildhall and be very positive for outreach.</p> |
| 12 | Cllr Robertson | Cllr Collis, Open Spaces, Food Justice and Community Development | <p>Having no winter event on Parker's Piece provided an opportunity to pause and reflect, through consultation with residents, on what future years' events might look like. Where are we now in the consultation process, and what are the next steps?</p> |
| 13 | Cllr Bennett | Cllr Collis, Open Spaces, Food Justice and Community Development | <p>As the cost of living crisis deepens, many of our residents are seeking food help for the first time. Will the Council support its residents by publishing the Cambridge Sustainable Food list of food hubs , food banks and foodcycle events in an easy to print form with mini maps to help residents find their way to these important sources of food help?</p> |
| 14 | Cllr Swift | Cllr Davey, Finance, Resources and Transformation | <p>Could the Executive Councillor update members on the progress of the proposals for Community Wealth Building (CWB) within the council's transformation programme?</p> |
| 15 | Cllr Levien | Cllr Moore, Environment, | <p>Can the Executive Cllr provide an update on what the city council is doing to</p> |

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| | | Climate Change and Biodiversity | discourage engine idling and the resultant pollution |
| 16 | Cllr D Biagent | Cllr Bird, Housing | Given the issues experienced by councils across the country and, most importantly, their tenants with damp and mould, can the Executive Councillor give an update on the situation on how any issues that might arise are being addressed here in Cambridge? |
| 17 | Cllr Smart | Cllr Moore, Environment, Climate Change and Biodiversity | After the heat wave last summer followed by the unusually cold weather before Christmas, increasing numbers of residents are more concerned about the climate crisis. How is our council's work on reaching the target of becoming a net zero council going? |
| 18 | Cllr Nethsingha | Cllr Collis, Open Spaces, Food Justice and Community Development | At the last Full Council meeting there was a question on whether the council would be willing to look at introducing wildlife-friendly winter lighting to help improve the use of footpaths and cycleways during the dark months in winter. I believe Cllr Collis has met with Chang Lui who asked the question, and that there will be work done by the council to support this idea. Could the Executive Councillor update the council on what was decided, and what the next steps will be? |
| 19 | Cllr Pounds | Cllr Healy, Equalities, Anti-Poverty and Wellbeing | Could you provide an update on activities the council has undertaken specifically in relation to supporting residents with the cost-of-living crisis? |
| 20 | Cllr Payne | Cllr Bird, Housing | Could the Executive Councillor provide an update on the number of council houses reporting damp, mould or condensation over the last three months? |

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| 21 | Cllr Holloway | Cllr Healy, Equalities, Anti-Poverty and Wellbeing | Can we have an update in relation to how we are still supporting Ukrainian refugees and numbers supported to date |
| 22 | Cllr Gawthorpe Wood | Cllr Bird, Housing | How is the council's housing team addressing the issues faced by our tenants due to the cost-of-living crisis? |
| 23 | Cllr Hauk | Cllr Moore, Environment, Climate Change and Biodiversity | Can the Executive Councillor for Environment, Climate Change and Biodiversity please provide an update on food waste collection in Cambridge? |
| 24 | Cllr Herbert | Cllr Gilderdale, Recovery, Employment and Community Safety | Can you update council on work underway by council officers (with local police and county road safety officers) on excess speeding and crashing of junctions by some dangerous electric moped and electric scooter riders, and any further action planned in council owned open spaces |
| 25 | Cllr Porrer | Cllr Collis, Open Spaces, Food Justice and Community Development | Could the Executive Councillor for Open Spaces confirm progress on the stopping of single use plastic at council events, and whether all new council contracts on council land now ensure that single use plastic use is ceased, with recycling options displayed with clear signage. |

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GCP briefing on Cllr Howard and Cllr Bennett motion to Cambridge City Council

Lynne Miles, Director of City Access, Greater Cambridge Partnership

20th February 2023

- The GCP has just concluded a 3-month consultation on the proposals, which included asking people how the proposals as set out would affect them. It also asked for comments on all aspects of the suite of discounts, exemptions and reimbursements proposed¹.
- The consultation included a survey to which we received more than 24,000 responses. We also received organisational stakeholder responses from around 100 organisations and carried out around 50 meetings, focus groups and targeted outreach sessions. **GCP is in the process of working through evidence collected by all these means**, which are an incredibly helpful and rich source of evidence. Our thanks go out to all that took the time to respond.
- The scheme as set out for consultation included the following exemptions and provision for people on lower incomes to support people struggling with the cost of living:
 - Flat rate £1 hopper bus fare for bus travel within Cambridge (£2 from the wider travel to work area).
 - Extended hours of operation on most bus services from 5am to 1am, to support those working shifts and non-standard hours which often includes key workers and people on lower incomes.
 - A proposed tapered discount on the STZ charge for low-income households.
 - A range of exemptions and reimbursements for other groups which are more likely than average to be on lower incomes, or support people on lower incomes, including people with disabilities, NHS patients travelling to appointments who are unable to use public transport, and registered care workers².
 - Front-funded bus improvements to be introduced before introduction of any future charge. The consultation suggested implementation of the charge for cars from 2027-8 (and asked questions about phasing as part of the consultation). This would bring elements like cheaper bus fares to support people with cost of living on board in advance of STZ charges.
- **No decision about how to proceed has been made.** The GCP will listen to what it has heard during the consultation as analysis emerges over coming months, and the Executive Board consider the evidence at its June 2023 meeting. At that time, it will take a decision on whether to proceed and, if so, what changes should be made to the proposals to reflect the consultation findings. This will include a consideration of the full range issues raised in the motion, as we do for all schemes in line with transport scheme appraisal guidance.
- Draft impact assessments have already been published to support the consultation, and can be viewed on the consultation webpage³. They will be updated and republished to take account of new evidence gathered on impact during the consultation, including

¹ <https://consultcambs.uk.engagementhq.com/18150/widgets/56165/documents/32725>

² <https://consultcambs.uk.engagementhq.com/18150/widgets/56016/documents/32510>

³ <https://consultcambs.uk.engagementhq.com/making-connections-2022>

recommending changes to the scheme, if necessary. The GCP Executive Board will consider these **updated and re-published assessments** on socio-distributional impact, business and economic impact, equalities impacts and health impacts when making its decision, as it does with all such decisions.

Notes

- Over a third of households in the City don't have access to a car. In some wards this exceeds 40%. For Greater Cambridge as whole, 21% of households do not have access to a car⁴
- People on low incomes are less likely to drive and own cars, with only 35% of the lowest income households in the UK owning at least one car compared to 94% in higher income groups⁵.
- People in the lowest income make a higher proportion of their trips by bus than people in higher income groups⁶.
- Transformed access to places like Addenbrookes would mean that people could access them when they need to, avoiding expensive taxi journeys. For example, with Making Connections the proposed new orbital bus route will allow residents of Barnwell (in east Cambridge) to access Addenbrookes by bus in 20-25 minutes. The current journey time with changes in the city centre is around 50 minutes.
- High bus fares can be a significant barrier to travel for those on lower incomes and the cost of living crisis will exacerbate this for many; Making Connections proposals include a flat fare of £1 for single journeys in the Cambridge bus zone, and £2 fares in the wider area.
- The bus package set out in the consultation includes flat bus fares at £1 /£2, an all-electric network operating from 5am to 1am Monday to Saturday, and 5am to midnight on Sundays, and in Cambridge, there would be up to eight buses an hour on key routes and up to six buses an hour from larger villages and market towns.
- Cheaper, cleaner, quicker and more frequent buses would open up options for work, leisure and recreation not currently available.

⁴ Source: Census 2021

⁵ Source: [Percentage of households with cars by income group, tenure and household composition: Table A47 - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/transportandtravel/articles/percentageofhouseholdswithcarsbyincomegroup,tenureandhouseholdcomposition/tablea47)

⁶ National Travel Survey 2021, Table 0705

Agenda item 9c – Councillor Bick proposed and Councillor A.Smith seconded the following amendment to motion (deleted text struckthrough, additional text underlined)

~~This Council resolves to write to the CEO of the Greater Cambridge Partnership (“GCP”) and advise her that Cambridge City Council has declared a Cost of Living Emergency in Cambridge.~~

~~The Council requests that the GCP considers the Cost of Living Emergency when reviewing the Making Connections consultation and preparing proposals for review by the County Council at a later date.~~

~~The Council requests that the GCP gives particular consideration to the economic impact on city residents, city businesses and city commuters.~~

~~The council requests that the GCP gives particular consideration to the primary impact on small business and the secondary impact on residents’ cost of living.~~

~~The council requests that the GCP considers reliefs and exemptions for small businesses and other organisations in the city including but not limited to a corresponding discount or exemption for businesses and any other organisations in receipt of small business rates relief or any other business rates reduction in force at the start of the financial year in which any congestion charge is made.~~

~~The council notes that the current Making Connections consultation draft includes unspecified reliefs and exemptions for individuals on low incomes and requests that the GCP reviews these to ensure that exemptions and discounts are sufficient to avoid financial hardship. The council notes that a number of proposals for such exemptions have already been submitted to GCP during the public consultation and accordingly does not wish to put forward new proposals at this stage.~~

~~The council requests that the GCP publishes a formal socio-economic impact on the city of Cambridge of the effect of any “Making Connections” proposal before it is put before the County Council and that the workings and modelling behind that socio-economic impact be published and independently audited.~~

Notes:

- 1 ~~The GCP “Making Connections” consultation which currently includes a congestion charge proposal closed on 23 December 2022~~
- 2 ~~It is the intention of the GCP to place a proposal based on the responses to that consultation before the County Council in June 2023.~~
- 3 ~~The GCP do not require the approval of the city council or any other district council for their proposals.~~
- 4 ~~On Thursday 21 July 2022, the city council unanimously voted to declare a Cost of Living Emergency.~~
- 5 ~~Among other provisions, this committed the council to:~~
 - ~~**a. Ensure that council decisions are not disproportionately impacting on residents who are struggling the most,**~~
 - ~~**b. through introducing a socio-economic duty and separately considering socio-economic impacts in all our equality impact assessments.**~~
- 6 ~~There can be no doubt that the cost of living emergency continues and that Cambridge is not immune.~~
- 7 ~~Cost of living pressure on residents is expected to continue for three years (at the date of this motion) and still be of concern to residents on the proposed congestion charge introduction date.~~
- 8 ~~The full impact on cost of living from the national government Conservative mini budget maxi shambles last Autumn and subsequent interest rate rises has yet to be felt. This is because of the high proportion of mortgage loans financed by fixed term fixed rate mortgages. Until the fixed term runs out, the mortgage payments stay the same.~~

~~9 Shop and hospitality business closures are running at the highest rate for 5 years.~~

~~10 Cllrs Howard and Bennett propose to publish an updated note on 2 March 2023 if any of the economic indicators published before that date show any material change.~~

notes that:

- The GCP 'Making Connections' consultation, which closed before Christmas, has received over 24,000 responses. No decisions about whether or how to proceed with the proposals will be made until the responses have been fully analysed.
- The City council has previously declared cost of living¹, climate and biodiversity emergencies, and its representatives on the GCP board and assembly have been consistently clear that any scheme must reflect this and avoid disproportionately disadvantaging the most vulnerable; and it is satisfied these will be considered in the preparation of any proposals.
- The GCP scheme in its current form has proposed a wide range of mitigations for medical reasons, disabilities and low incomes. Its ultimate aim is to provide outstanding public transport. For any scheme to be endorsed after the consultation responses have been analysed, it is a key principle that any charge is contingent on the provision first of new and improved bus routes which will be more affordable, more extensive and more frequent than has previously been possible.
- Those on lowest incomes are often disproportionately affected by climate change, and are often the most reliant on public transport². The high cost of fuel will only exacerbate this problem.
- Public transport in the East of England is chronically under-funded, with many residents, students and workers having no option currently but to drive a car to enter the city, assuming that they are able to drive at all.
- In Cambridge, public transport's performance and viability as an alternative to the private car is also hampered by the same congestion experienced by all road users.

¹ On Thursday 21 July 2022, the city council unanimously voted to declare a Cost of Living Emergency. Among other provisions, this committed the council to:

- a. Ensure that council decisions are not disproportionately impacting on residents who are struggling the most,
- b. through introducing a socio-economic duty and separately considering socio-economic impacts in all our equality impact assessments.

² The ONS reports that only 35% of the lowest income households in the UK own at least one car compared to 94% in higher income groups ([Percentage of households with cars by income group, tenure and household composition: Table A47 - Office for National Statistics \(ons.gov.uk\)](#))

- The 'Making Connections' proposals have never been designed as punitive. The Sustainable Travel proposals seek to find solutions to our public transport problem, such as reducing bus fares, increasing routes and providing greater hours and frequency of operation, in order to provide people with viable and affordable alternatives to driving a private car and to enable as many as possible to avoid needing to pay to use a private car.
- Our small and medium-sized businesses play a crucial role in the economy of our city. They experience both the problems caused by congestion and poor public transport, and their input is invaluable in addressing these issues.
- The consultation period has been about listening to the needs of residents, students, workers and businesses which will be carefully analysed to ensure that any scheme that is put forward, takes account of the needs of the people who live and work in our city.
- The council notes that the GCP has published draft 'Social and Distributional Impact Assessment', draft 'Equality Impact Assessment', draft 'Health Impact Assessment', and that these documents will be updated and republished alongside the proposals expected this summer.

This council therefore:

- Reiterates its commitment to the consultative process by listening to the responses of the 24,000+ people who have responded, and considers it is only right that council does not pre-empt the results of that consultation by making a decision on the future of any scheme until the responses have been analysed.
- Believes that any scheme put forward must consider the overall balance of environmental, economic and social impacts on our residents, students, workers and businesses.
- Supports the GCP board and assembly in giving particular consideration to the future economic and social impact of any proposals on city residents, businesses, workers and students, including the impacts on small businesses and residents' cost of living.
- Requests that the GCP continues to consider appropriate reliefs and exemptions for all those who may be disproportionately affected by any scheme.
- Continues to acknowledge the need lying behind the Making Connections proposals, and supports the overall objectives to provide better, greener, cheaper public transport for all, as originally laid out by the Citizens' Assembly. “

Briefing Note for Motion on Murketts Site

Fiona Bryant, Director of Enterprise and Sustainable Development

Background

Cambridge City Council has a key objective to optimise its assets to provide new Council homes. To date the Council have developed 930 homes within the City within their initial housing investment programme, exceeding their target of 500 net new Council homes for rent to tenants by 8% or 38 homes, a year earlier than expected. The Council have subsequently established a new programme targeting another 1000 additional Council homes. To date they have 383 new homes in this programme planned, with 133 net new Council homes for rent, including some Passivhaus pilot schemes. The Council programme is an important contribution to the provision of additional affordable homes within the City in order to meet the needs of the c2,300 people on our housing register.

Whilst the £70m devolution funding received in 2016 has been critical in partially enabling those new homes, the Council has also had to find additional funding to enable its housing programme, especially when a number of its schemes already completed have included 100% council homes. On the larger schemes therefore, we have also developed some market sale homes in order to ensure that we can build additional council homes on those sites. This has happened, for example, on two of the larger sites at Mill Road and Cromwell Road, where the Council has built 236 high quality and highly sustainable Council homes, enabled by the sales of 295 high quality and sustainable homes on the open market.

The issue raised by the motion

Concerns have been raised periodically around a perceived issue of foreign investment firms purchasing multiple homes in the City and then leaving them empty, meaning that the number of available homes for people who wish to live in the city is restricted and that, in some blocks, the number of empty homes might result in neighbourhood cohesion being impacted. Whilst the availability of evidence on this is challenging to collate, research by our housing strategy team has established little actual evidence of this issue, finding only a possible 18 homes in the City out of circa 58,000 residences that potentially might meet this criteria.

The Council's approach on market Sales Homes

The Council's housing development sales approach is based on the recognition of the market in the City and the lack of affordable homes, which also further impacts transport congestion and recruitment for those who wish to work here but need to live outside the City and commute. Our programme is not just about developing additional tenure blind homes but also looking across the problem. Where the Council is developing homes for sale on the open market we are focussed on ensuring as far as we can that the initial purchasers of those units are interested in purchasing a home. The Cambridge Investment Partnership therefore has the following marketing policy with the commitment for the following:

1. **Only one unit sale per purchaser is permitted with focus on owner occupiers.** Usually buyers for investment purposes targets multiple properties so this effectively restricts removes interest by investment companies in these homes automatically
2. **Sales targeting is focussed on the local and national market.** This approach helps to focus sales interest on local and UK buyers. The Council/CIP have never targeted house sales for foreign investment purposes

Should the market conditions prevailing at the relevant time restrict the final sales of a small number of homes, the CIP will then explore other reasonable potential sales opportunities which maintain the integrity of the policy above. This is important in order to ensure the funding for the Council homes is achieved and also in order to reduce the risk of homes remaining empty.

This opportunity has only, however, been taken up in very limited scope during a period of Covid restrictions, market slowdown and when many British Nationals and others living overseas were looking to relocate from Hong Kong back to the UK to live for various reasons. . In line with the agreed approach, general marketing overseas was not permitted, but information on the remaining homes available at the two sites was promoted at specific events to individuals wishing to relocate. During the process the Council was made aware of an issue where the marketing company for an event (which covered many purchase opportunities, only one of which was a CIP site,) used marketing material which was not clear about the specific approach for our sites. CIP have since reviewed the assurance process on all marketing material. Even for these events, however, our agreed approach on single unit sales was very much still applied to all sales interest at the event for the CIP site.

The Council would clearly not discriminate between UK nationals and overseas home purchasers, but uses the specific approach as a practical route to reduce the risk of interest or availability of our homes for investment purposes, and to enable the desired outcome of providing additional high quality and sustainable homes for people wishing to live in the City. This commitment by the Council remains unchanged.

Agenda item 9e – Councillor Davey proposed and Councillor Bird seconded the following amendment to motion (deleted text ~~struckthrough~~, additional text underlined).

The Council welcomes the recent city council-funded acquisition of the former Murketts Garage site on Histon Road through the Cambridge Investment Partnership, the joint venture between the City Council and private developer Hill. It notes the intention to develop it for a mixture of market and social housing, similar to the Ironworks and Timberworks developments.

At the outset of this new scheme, Council wishes to make clear ~~calls for a clear commitment that, unlike Ironworks and Timberworks, overseas property investors will not be targeted for sales, which inflates the local housing market for all, and that~~ marketing will continue to focus on purchasers planning to live or work in Greater Cambridge, whether they be from the UK or elsewhere.

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Agenda item 9f – Councillor Payne proposed the following amendment to motion (deleted text ~~struckthrough~~).

This council notes that:

- The Government intends to implement mandatory photo voter ID at the local elections in May 2023.
- Over 2 million voters are estimated to need the government-issued voter ID cards¹.
- Only 10,000 people have applied so far for these, representing just 0.5% of those who might need the new cards².
- Parliament's Joint Committee on Human Rights have said that the impact of the proposals may fall disproportionately on those with protected characteristics³.
- The Electoral Reform Society has called the project 'an expensive distraction' which may disproportionately disadvantage already disadvantaged groups. They say that the Government's own figures suggest that this project will cost £180,000,000 a decade.⁴
- The electoral commission have been given a budget of £5,650,000 to spend on advertising, resources and research for this project⁵.
- The Local Government Association has expressed serious concerns about the implementation of this project for May 2023, and is calling for a delay⁶.
- The Chief Executive of the Association of Electoral Administrators has raised concerns about the safety of staff in polling stations.⁷

This Council believes that:

- Any democratic deficit could be better addressed by reaching out to the estimated 9 million people who are currently not on the electoral roll at all, or by seeking to raise electoral turnout, rather than putting up barriers to voting.

¹ <https://committees.parliament.uk/committee/93/human-rights-joint-committee/news/157247/voter-id-law-must-be-shown-to-be-necessary-and-proportionate/>

²² <https://www.theguardian.com/politics/2023/jan/31/only-10000-people-in-uk-have-applied-for-government-issued-voter-id>

³ <https://committees.parliament.uk/committee/93/human-rights-joint-committee/news/157247/voter-id-law-must-be-shown-to-be-necessary-and-proportionate/>

⁴ <https://www.electoral-reform.org.uk/campaigns/voter-id/>

⁵ <https://www.independent.co.uk/news/uk/angela-rayner-britain-sarah-olney-labour-government-b2258668.html>

⁶ <https://www.local.gov.uk/about/news/lga-statement-parliamentary-vote-plans-introduce-voter-id>

⁷ <https://www.theguardian.com/politics/2022/dec/10/council-leaders-urge-ministers-to-delay-plans-for-photo-id-at-may-elections>

- The Government should abandon this costly project which will undermine, not enhance, democracy.
- At the very least, the Government should delay implementation, to avoid the risk of significant disenfranchisement.

This council resolves to:

- call upon the Government to:
 - delay the requirement for photo ID in the May 2023 elections
 - ~~give serious consideration to scrapping~~ the project entirely and focussing on other actions more likely to improve democratic engagement
 - undertake to cover fully the additional costs arising for councils due to the implementation of the Elections Act 2022
- Ask the leader to write to our Cambridge MPs informing them of this motion and asking them to share our concerns with Central Government, and ask the Leader to write to Michael Gove asking him to act.
- Publicise this motion and do all it can locally to urge voters to make sure they have the necessary voter ID.

Council 23 February 2022 Written Questions

1. Councillor Copley

To Councillor Thornburrow the Executive Councillor for Planning Policy and Infrastructure

Community Infrastructure Levy:

Cambridge City Council and South Cambridgeshire District Council proposed a charge for infrastructure as part of work in 2013 for the current Greater Cambridge Local Plan - a Community Infrastructure Levy, although this 2013 charging scheme was dropped in 2017. This was proposed to exclude the key strategic sites.

From gov.uk website (<https://www.gov.uk/guidance/community-infrastructure-levy>) regarding the remit of Community Infrastructure Levies: "The levy only applies in areas where a local authority has consulted on, and approved, a charging schedule which sets out its levy rates and has published the schedule on its website. Most new development which creates net additional floor space of 100 square metres or more, or creates a new dwelling, is potentially liable for the levy."

We are now in a situation where huge profits have been made, and continue to be made by developers in and around Cambridge, via both land value uplift and the delivery of buildings. There is not anything like a similar benefit being experienced on the ground from residents of Cambridge.

What work is ongoing for the next iteration of the local plan to ensure that large developers and corporates contribute proportionately to cover the negative externalities of the high rate of economic growth that is being currently pursued?

Response:

The ongoing work for the Joint Local Plan includes careful consideration of the future infrastructure needs required to accommodate that growth. Settling upon a spatial strategy, and identifying the population change

that we plan for later this year will help update our understanding of the needs for additional infrastructure and where and when it will be required. We have not however settled upon those matters yet.

Meanwhile, the government is currently promoting through parliament the Levelling Up and Regeneration Bill. This includes new provisions for an infrastructure levy to replace S106 agreements and the Community Infrastructure Levy (CIL) which have been the means used to secure both infrastructure contributions, and affordable housing. These new proposals – still being debated in parliament, follow a number of years during which the government has suggested the imminent replacement of the S106 and CIL regime. That is why we have not sought to introduce a CIL for Greater Cambridgeshire – although for major development across the City we have continued to seek appropriate contributions for community infrastructure, open space and education as well as measures to mitigate transport effects – in partnership with the County Council.

Depending upon the progression of the Bill through parliament, and the likely timescale for implementation of the measures, and recognising the recent inflation in costs that have impacted new infrastructure delivery, we do expect later this year to review the existing process surrounding S106. The Shared Planning Service also held earlier today a training session for all members on this process that I hope members found helpful.

Settling on our proposed future housing need – recognising the limitations of existing infrastructure especially water – is nevertheless the focus of the planning policy team right now.

2. Councillor Copley

To Councillor Thornburrow the Executive Councillor for Planning Policy and Infrastructure

Carbon Calculations, Sewage works proposed relocation and NECAAP (North East Cambridge Area Action Plan):

I understand that work has been done to assess the whole carbon lifecycle of a relocated Sewage Works in the green belt, and estimates of the proposed development of the NECAAP area. Also that estimates have been made at a high level comparing building equivalent housing numbers on an alternative site, and that the outcome of this work would form part of the evidence base of information for the Development Consent Order (DCO) submission to Planning Inspectorate (PINS).

Please would the relevant Executive Councillor provide these figures (in tonnes of Carbon emitted) for each of the above - relocated sewage works whole carbon lifecycle, proposed development in NECAAP (North East Cambridge Area Action Plan) area, and carbon emissions associated with the development of an alternative site for housing delivery, including embodied carbon where available for each.

I would also like to note that that a previous written question's response confirmed that the NECAAP site will deliver more jobs than homes, and it is expected that there will be fewer people of working age able to be housed in the development than jobs it creates, and will thus create a net deficit of homes if developed as proposed.

Response:

Anglian Water's application for Development Consent Order (DCO) for the relocated waste water treatment works contains in its accompanying Environmental Statement (ES) detailed assessment of the carbon impacts directly associated with the relocation.

The DCO application is also accompanied by a separate, high-level, strategic carbon assessment which includes the assessment of the proposed relocation of the Waste Water Treatment Plant and an estimate for the subsequent NEC Development, as well as a comparator of the same development elsewhere in Greater Cambridge. While this assessment is less detailed around the redevelopment area (because at this stage it needs to adopt broad assumptions in respect of the redevelopment of the site) it nonetheless sets out a robust estimate of the whole life carbon issues.

These reports are submitted to the Planning Inspectorate as part of the DCO application, and will be published by the Planning Inspectorate on acceptance of the DCO application.

The emerging joint Local Plan evidence also identifies North East Cambridge as the most sustainable location for development.

3. Councillor Bennett

To Councillor Collis the Executive Councillor for Open Spaces, Food Justice and Community Development and Councillor Thornburrow the Executive Councillor for Planning Policy and Infrastructure

Advertising near schools:

Residents have complained to us about advertising of unhealthy fast foods on bus shelters near schools and nurseries. Concerns relate not just to childhood obesity but to pester power faced by families on low incomes. Will the Executive Councillor write to Clear Channel and request them for a voluntary ban on fast food advertising on school bus stops and provide a map showing the bus shelters affected? Such a ban should be in the interests of the advertisers to reduce reputational risk

Response:

I will ask Officers from Streets and Open Spaces to make this request of the current bus shelter provider. We must however be mindful that the advertising revenue is the underpinning method of funding these bus shelters. To be able to make the request can Councillor Bennett inform us of the locations she has received complaints about.

4. Councillor Bennett

To Councillor Moore the Executive Councillor for Environment, Climate Change and Biodiversity

Cambridge Market “Gagging” Clause:

I note the recent publicity about a 2011 clause that has never been exercised by the council. We understand that nevertheless the clause appears to be of concern to traders given the current strained relations between the council and traders. Given that the clause has never been used, would the Executive Councillor instruct the Council Lawyers to delete the clause or modify it so that there is a right of appeal to a Licencing subcommittee.

Response:

The clause to which Cllr Bennett is referring is I believe ref. 23.12.4 of the current General and Sunday Market Regulations, which is highlighted in bold in the following relevant extract:

“Examples of conduct which may, following a hearing in accordance with Clause 23.6, justify termination of a licence are:

23.12.1. Serious misconduct or dishonesty;

23.12.2. Assaulting a member of the public, a Council Officer or another Trader;

23.12.3. Verbal abuse, harassment, intimidation, discrimination or bullying towards the public, Council Officers or other Trader(s);

23.12.4. In the reasonable opinion of the Head of Environment Services, the Trader brings the Market into disrepute;”

I have reviewed the clause with senior officers and our Legal service and do not feel it to be unreasonable and prevent traders from saying in plain terms what they think about the market or the council. The basis for its inclusion as drafted is to deal with serious trader conduct issues that are not otherwise listed as one cannot list/ foresee everything. It is also worth noting the scope of the clause is limited by the words at the start of it, as quoted above, as follows “.... which may following a hearing...”; and that the Regulations already include a right of appeal. I therefore will not be instructing officers to delete or modify the clause.

Finally, I am unclear what “current strained relations between the council and traders” you are referring to. The Council and its officers in the Markets service have worked hard to support market traders through the pandemic; and continue to do so in the ongoing recovery phase, to provide a safe, attractive and successful seven day a week markets offer. This has included significant financial support during the pandemic and, more recently in replacing the market canopies and additional cleansing.

The Markets service team work hard to communicate and engage with traders, including by providing a ‘drop-in surgery’ every Friday, where traders can raise issues and discuss concerns; and a weekly newsletter; as well as organising regular meetings with representatives of both the Cambridge Market Traders Association and National Markets Traders Federation.

5. Councillor Howard

To Councillor Healy the Executive Councillor for Equalities, Anti-Poverty and Wellbeing

Update on Site Provision for Gypsy, Roma and Traveller communities:

Would the relevant Executive Councillor provide an update on the site provision for Gypsy, Roma and Traveller communities that was committed to in response to a question at a full council meeting last year?

Response:

In partnership with South Cambridgeshire DC and the County Council, the Council is in the process of leading on the establishment of two officer working groups (a refreshed strategic group and a task and finish group) to identify appropriate negotiated stopping sites in South Cambridgeshire and Cambridge City. A new member reference group, again involving all three authorities, will be established. The Head of Housing Services has held meetings with colleagues at both partner authorities to agree the membership, frequency and scope for these groups. The Executive Councillor for Housing, The Executive Councillor Equalities, Anti-poverty and Wellbeing and The Executive Councillor for Planning Policy and Infrastructure have all been briefed. The groups will also look at potential permanent site(s) but will be led by the Gypsy and Traveller Accommodation Needs Assessment (GTANA) once published.

As previously reported, there have been delays with the GTANA and the current position is that we are working on the option of an assessment for Greater Cambridge only, focused on GRT communities. [follow up if needed on GTANA – there are a very limited number of organisations able to carry out this work and this has made the process of re-commissioning the study very challenging, it is hoped that the option of a more tightly focused assessment will help with this]

In terms of the local plan, members considered major reports on the development strategy last month which will shape how we move the plan forward towards the draft plan stage. Next steps will include further developing the approach to Gypsy and Traveller site policies and provision.