



Cambridge City Council
Environment and Community Scrutiny
Committee

Date: Thursday, 3 October 2019

Time: 5.00 pm

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda – First Circulation

- 1 Apologies for Absence
- 2 Declarations of Interest
- 3 Minutes (Pages 3 - 20)
- 4 Public Questions

Decisions for the Executive Councillor for Climate Change, Environment and City Centre

- 5 Electric Vehicle and Electric Vehicle Charging Strategy (Pages 21 - 50)
- 6 Clean Air Zone City Council Policy Position Statement (Pages 51 - 56)
- 7 Annual Climate Change Strategy, Carbon Management Plan And Climate Change Fund Update Report (Pages 57 - 92)

Decisions for the Executive Councillor for Communities

- 8 Updates to the Playing Pitch and Indoor Sport Strategies (Pages 93 - 114)
- 9 Jesus Green Lido Improvements
Report to follow

10 Public Art Commissioning

(Pages 115 -
130)

11 Cambridge Live - Independent Review: Findings &
Recommendations
Report to follow

Environment and Community Scrutiny Committee Members: Smart (Chair), Barnett (Vice-Chair), Collis, Davies, Hadley, Martinelli, Payne and Summerbell

Alternates: Matthews, O'Reilly and Sheil

Executive Councillors: Massey (Executive Councillor for Transport and Community Safety), Moore (Executive Councillor for Climate Change, Environment and City Centre) and Smith (Executive Councillor for Communities)

Information for the public

The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public. For details go to:

www.cambridge.gov.uk/have-your-say-at-committee-meetings

For full information about committee meetings, committee reports, councillors and the democratic process:

- Website: <http://democracy.cambridge.gov.uk>
- Email: democratic.services@cambridge.gov.uk
- Phone: 01223 457000

ENVIRONMENT AND COMMUNITY SCRUTINY COMMITTEE 27 June 2019
5.00 - 7.00 pm

Present: Councillors Barnett (Vice-Chair), Collis, Davies, Hadley, Page-Croft, Payne, Sheil and Summerbell

Executive Councillors: Massey (Executive Councillor for Transport and Community Safety), Moore (Executive Councillor for Climate Change, Environment and City Centre) and Smith (Executive Councillor for Communities)

Officers:

Strategic Director: Suzanne Hemingway

Head of Environmental Services: Joel Carré

Head of Finance: Caroline Ryba

Head of Greater Cambridge Shared Waste Service: Trevor Nicoll

Community Funding and Development Manager: Jackie Hanson

Safer Communities Manager: Lynda Kilkelly

Strategy and Partnerships Manager: David Kidston

Equality & Anti-Poverty Officer: Helen Crowther

Committee Manager: James Goddard

FOR THE INFORMATION OF THE COUNCIL

19/25/EnC Apologies for Absence

Apologies were received from Councillor Martinelli (Councillor Page-Croft attended as the Alternate) and Councillor Smart.

19/26/EnC Declarations of Interest

Name	Item	Interest
Councillor Smith	19/34/EnC	Personal: Her new brother-in-law works for the Young Parent Project which received funding in the past.

19/27/EnC Minutes

The minutes of previous meetings were approved as a correct record and signed by the Chair subject to the following amendments

21 March 2019 – 19/23/EnC

In response to the report Councillors commented that ~~the a~~ tax on non-recyclable plastics **would be beneficial** ~~was having an effect~~. Suggested more details could be included in the Resources and Waste Strategy on how costs were being pushed back to manufacturers, and recycling rates were increasing.

22 May 2019 – Attendees

Councillor Barnett now listed in apologies and Councillor Sheil marked as present. The version in the agenda pack marked Councillor Barnett as present and omitted Councillor Sheil.

19/28/EnC Public Questions

There were no public questions.

19/29/EnC Change to Agenda Order

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used her discretion to alter the order of the agenda items. However, for ease of the reader, these minutes will follow the order of the agenda.

19/30/EnC 2018/19 General Fund Revenue and Capital Outturn, Carry Forwards and Significant Variances - ESC

Matter for Decision

The Officer's report presented for the Environmental Services and City Centre Portfolio:

- i. A summary of actual income and expenditure compared to the final budget for 2018/19 (outturn position).
- ii. Revenue and capital budget variances with explanations.
- iii. Specific requests to carry forward funding available from budget underspends into 2019/20.

Decision of Executive Councillor for Climate Change, Environment & City Centre

Approved carry forward requests:

- i. Totalling £79,530 revenue funding from 2018/19 to 2019/20, as detailed in Appendix C of the Officer's report.
- ii. Of £960k capital resources from 2018/19 to 2019/20 to fund rephased net capital spending, as detailed in Appendix D of the Officer's report.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Head of Finance.

Officers said the following in response to Members' questions:

- i. Head of Finance: The budget variance for Tourism/Visit Cambridge and Beyond (ref P29 of the agenda pack) was also referenced in the February 2019 Budget Setting Report. When the Tourism Service transferred to Visit Cambridge and Beyond there were some set up costs recorded as a loan. It has become apparent Visit Cambridge and Beyond cannot repay the loan so it has been written off.
- ii. Strategic Director: There was no target date for Vehicle Replacement Programme (ref P31 of the agenda pack). The City Council had a commitment to move to electric or low emission vehicles. This was dependent on what the market could supply in terms of practical vehicles. Older council fleet vehicles would be replaced first when they were at the end of their life cycle. Replacement depended on available electric vehicle options, rather than budget availability. Officers had undertaken a fleet review. Vehicles were travelling the minimum distance required to collect waste (ie operating efficiently).

The Committee unanimously resolved to endorse the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

19/31/EnC Greater Cambridge Waste Service

Matter for Decision

The Officer's report provided a summary of the progress and performance for the Greater Cambridge Shared Waste Service (GCSWS) during 2018/19.

The principle of producing a single Annual Report for the shared services was agreed at committee in July 2015. The overarching Annual Report for the Greater Cambridge Shared Services covers the Waste, Planning and Internal Audit services, but only the Waste Service falls under this Committee's remit and therefore the service report has been extracted and included in the Officer's report.

Decision of Executive Councillor for Climate Change, Environment & City Centre

Noted the contents of the Officer's report.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Head of GCSWS.

The Head of GCSWS said the following in response to Members' questions:

- i. The recycling rate was the amount of waste recycled out of the total amount collected. This was based on the Defra national weight based scheme.
- ii. It was not possible to identify recycling rates for different city wards, but information could be broken down into amounts of dry or organic waste. It may be possible to identify a daily recycling rate in future.
- iii. Seasonal variance affected recycling rates shown on P36 of the agenda. The amount of organic waste collected affected the variance.
- iv. Officers did not recommend amending the recycling target although it had been met. Seasonal variances would affect if a target was met or not.
- v. Giving people bin collection options had stopped contamination of recycling materials with low quality waste.
- vi. 50% was the national recycling target. The Shared Waste Service had exceeded these despite a change in the waste service in 2017. The European Union target was higher. Officers expected the national and

EU targets to rise to 65% in future, which would impact on Shared Waste Service targets.

- vii. The City Council was in the top quartile of recycling rates when compared to other cities. Some other city's recycling rates were higher, but others were lower.
- viii. Central Government were expected to develop a 25 year waste strategy in the next 12-15 months. Officers recommended making no change to recycling rate targets until the Strategy was published.

The Committee unanimously resolved to endorse the recommendation.

The Executive Councillor approved the recommendation.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

19/32/EnC 2018/19 General Fund Revenue and Capital Outturn, Carry Forwards and Significant Variances - Communities

Matter for Decision

The Officer's report presented for the Communities Portfolio:

- i. A summary of actual income and expenditure compared to the final budget for 2018/19 (outturn position).
- ii. Revenue and capital budget variances with explanations.
- iii. Specific requests to carry forward funding available from budget underspends into 2019/20.

Decision of Executive Councillor for Communities

Approved carry forward requests:

- i. Totalling £56,000 revenue funding from 2018/19 to 2019/20, as detailed in Appendix C of the Officer's report.
- ii. Of £284k capital resources from 2018/19 to 2019/20 to fund rephased net capital spending, as detailed in Appendix D of the Officer's report.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Head of Finance.

In response to the report Councillors sought clarification on the following:

- i. If we are not fully refurbishing The Meadows toilets, what interim repairs/improvements will be made and how much is this going to cost?
- ii. What was the reason for the gas bill overspend at Clay Farm?

The Head of Community Services undertook to provide information after the committee. She was able to clarify:

- i. Minor/maintenance work was being undertaken prior to the wider refurbishment work of The Meadows.
- ii. A technical issue had led to the higher than expected gas bill. The wrong tariff was set up which led to extra (unexpected) charges. This was corrected after the first month.

The Committee unanimously resolved to endorse the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

19/33/EnC Cambridge Live - Independent Review

Matter for Decision

Following the transfer of contracts and services from Cambridge Live to Cambridge City Council in April 2019, the Council intends to commission an independent review of the events leading up to the point at which the trust was unable to continue, in order to better understand what could have been done differently or how best to approach future arrangements. The Officer's report set out the reasons for review and terms of reference. The review is scheduled to report to Environment and Community Scrutiny Committee in October 2019. The report and review are in response to the motion approved at Council on February 19th 2019:

“Council welcomes the emergency protection provided to the Cambridge Live programme and its customers, given the projected financial losses which jeopardised its future solvency, by returning it in-house to the

council. It appreciates the cross-party work of all those involved in implementing the decision and particularly wishes to acknowledge the work of the current Cambridge Live Board.

Council recognises the substantial potential public cost of this rescue, and the role of the Council as founding sponsor and major customer. It is therefore important to understand how far the Council could have done anything differently, either in setup or relationship management, and what key learning points arise.

We therefore request officers to recommend to the June meeting of the Environment & Community Scrutiny Committee terms of reference for an independent review of these issues to report back to a subsequent scrutiny committee.”

Decision of Executive Councillor for Communities

Approved the Purpose, Scope and Method of the review, as set out in the Officer's report.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Strategic Director.

The Strategic Director said the following in response to Members' questions:

- i. The purpose of the review would be to learn from the setup of Cambridge Live and what happened afterwards. Specifically if the City Council or Cambridge Live could have done more to identify issues before Cambridge Live reported issues to the Council.
- ii. Contacts could be invited, but not compelled, to attend the Review.
- iii. The report would be brought back to committee in future. Some details may need to be anonymised before being published to avoid people refusing to testify. Answers needed to be open and honest whilst avoiding respondents being vilified in public.

The Committee unanimously resolved to endorse the recommendation.

The Executive Councillor approved the recommendation.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

19/34/EnC Section 106 Community Facilities 2019 Funding Round

Matter for Decision

The Council uses S106 contributions paid by developers to mitigate the impact of developments on facilities and amenities in Cambridge. In line with the arrangements for the Community Facilities S106 funding round 2019, agreed by the Executive Councillor on 21st March 2019, applications have been invited for proposals to improve community facilities in Cambridge. Five applications have been received and assessed against the S106 selection criteria. This report summarises those applications and assessments and makes five recommendations for S106 funding.

Decision of Executive Councillor for Communities

- i. Agreed the following S106 Community Facility grants and funding, detailed in Section 3 and Appendices 1 and 2 of the Officer's report, subject to:
 - planning and building control requirements being satisfactorily met;
 - business case approval;
 - signed community grant agreement, securing appropriate community use of the facilities; and
 - any other conditions highlighted in the report.

Ref	Grant	Organisation	Purpose
R1	£3,000	Arbury Court office Cambridge Council for Voluntary Services (CCVS)	To transform an underused store room into an additional meeting space that will be available for hire and for groups to use.
R2	£15,000	Brown's Field Community Centre Cambridge City Council	Creation of a community kitchen space in the main foyer area. (5.6m ²). Change of use of the current kitchen to create a catering standard kitchen (11m ²).
R3	£15,000	Chesterton Methodist Church (CMC)	Construction of a new accessible toilet block, and improvements for wheelchair access.

R4	£800	Nun's Way Pavilion North Cambridge Community Partnership	Shelving for storage space.
R5	£15,000	St George's Church	Provision of a hearing loop and AV equipment to enhance the facilities in the hall. Ceiling for church kitchen.

- ii. Allocated up to £55,000 of existing generic S106 contributions for the development of a community room as part of the nursery building on the 75 Cromwell Road development, as detailed in paragraph 4.2.
- iii. Requested officers to review and report back to this Committee any of these S106-funded projects which do not progress to the implementation stage within 18 months.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Community Funding and Development Manager.

The Community Funding and Development Manager said the following in response to Members' questions:

- i. The purpose of S106 was not to plug gaps but to help the city council target areas where extra investment was needed to improve facilities.
- ii. Officers were looking for opportunities to enhance facilities where developments were coming forward in the city, particularly if there were gaps in facility provision.

The Committee unanimously resolved to endorse the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

19/35/EnC Anti-Poverty Strategy Annual Report 2018/19

Matter for Decision

The Council produced a revised and updated Anti-Poverty Strategy for the period from April 2017 to March 2020. The Council's Anti-Poverty Strategy aims to: improve the standard of living and daily lives of those residents in Cambridge who are currently experiencing poverty; and to help alleviate issues that can lead households on low incomes to experience financial pressures.

The revised Anti-Poverty Strategy sets out 5 key objectives and 57 associated actions to reduce poverty in Cambridge over the next three years. This report provides an update on progress in delivering key actions identified for 2018/19, with a particular focus on new areas of activity introduced in the strategy.

Decision of Executive Councillor for Communities

Noted the progress in delivering actions to reduce poverty in Cambridge during 2018/19.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Strategy and Partnerships Manager.

The Strategy and Partnerships Manager said the following in response to Members' questions:

- i. The City Council adopted a Living Wage policy in respect of contractors. There have been no issues as procurement guidance details were clear.
- ii. Schools were the responsibility of the County Council. The City Council had undertaken some project work to help children with financial literacy.
- iii. A number of measures helped to increase the number of concession memberships for people using sports and swimming facilities.

The Strategic Director said a new community centre would replace Buchan Street Community Centre and The Meadows when those sites were used for affordable housing. Appropriate facilities would be provided between the City Council and private developers.

The Committee unanimously resolved to endorse the recommendation.

The Executive Councillor approved the recommendation.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

19/36/EnC Single Equality Scheme 2018 – 2021 Annual Review

Matter for Decision

The Council's Single Equality Scheme (SES) was approved by the Executive Councillor for Communities at the Environment and Communities Scrutiny Committee on 4 October 2018. The SES sets out how the organisation will challenge discrimination and promote equal opportunity in all aspects of its work over a three year period (2018 – 2021).

The Officer's report provided an update on progress in delivering key actions set out in the SES for 2018/19. It also proposes some new actions for delivery during 2019/20.

Decision of Executive Councillor for Communities

- i. Noted the progress in delivering equalities actions during 2018/19.
- ii. Approved the actions proposed in SES for delivery during 2019/20.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Equality & Anti-Poverty Officer.

The Strategic Director, Head of Community Services, Strategy and Partnerships Manager plus Equality & Anti-Poverty Officer said the following in response to Members' questions:

- i. The Children & Young People's Services Manager could give an update after the meeting on the period poverty campaign. She was leading on the working group that liaised with other public sector, schools and private organisations.
- ii. Free sanitary products had been rolled out to all council owned buildings. These were funded by a number of sources at no cost to the council. The Council's role was to provide sanitary products and ensure people could access them.
- iii. The Council was looking at data it held on communities so Community Officers could better work with residents and respond to their needs.
- iv. The Council had an action plan on how to support disabled and BME job applicants in order to ensure that the Council's employment and procurement policies/practices were non-discriminatory, and to work towards a more representative workforce within the Council. The action plan was due for renewal in November 2019. It was periodically reviewed to ensure there were no issues (none found to date).
- v. The Council monitored who applied for jobs. There were challenges in overcoming stereotypes and perceptions that people held about working for the Council.
- vi. The Council did a lot of work to help lonely people, through its community centres and by working with other organisations.
- vii. Objective 1 of the Single Equality Scheme was being reviewed so the Council could better support people who hoarded, but still remove their hoarded items. Work would be undertaken with partners such as the Fire Service.
- viii. Contrary to rumours, there was no change in council toilet policy, particularly any that affected the LGBT community.

The Committee unanimously resolved to endorse the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

19/37/EnC 2018/19 General Fund Revenue and Capital Outturn, Carry Forwards and Significant Variances - S&OS

The Streets & Open Spaces Portfolio was now split between the Executive Councillor for Communities plus the Executive Councillor for Climate Change, Environment and City Centre.

Matter for Decision

The Officer's report presented for the Streets & Open Spaces Portfolio:

- i. A summary of actual income and expenditure compared to the final budget for 2018/19 (outturn position).
- ii. Revenue and capital budget variances with explanations.
- iii. Specific requests to carry forward funding available from budget underspends into 2019/20.

Decision of Executive Councillor for Climate Change, Environment & City Centre plus Executive Councillor for Communities

Approved carry forward requests:

- i. Totalling £50,000 revenue funding from 2018/19 to 2019/20, as detailed in Appendix C of the Officer's report.
- ii. Of £1,226k capital resources from 2018/19 to 2019/20 to fund rephased net capital spending, as detailed in Appendix D of the Officer's report.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Head of Finance. The Officer updated her report by correcting a typographical error. £20k had been omitted from the carry forward for Mill Road cemetery access and main footpath on P127 of the agenda pack (Appendix D). This would be corrected in the report going to Council on 18 July. Recommendation 2b in the Officer's report to Environment and Community Scrutiny Committee was amended as follows:

Of ~~£1,206k~~ **£1,226k** capital resources from 2018/19 to 2019/20 to fund rephased net capital spending, as detailed in Appendix D of the Officer's report

The Head of Finance said the following in response to Members' questions:

- i. Work on the A14 had led to a decline in demand for the crematorium service. This should recover when the road re-opened. The City Council expected some compensation from Highways England.
- ii. Income levels may not recover fully to pre-A14 work levels due to competition from another crematorium in the area.

- iii. The City Council Crematorium should benefit from A14 road works in the long term as it would be in a better location.
- iv. For accounting reasons, the cleaning contract (Officer report Appendix B) shows an overspend in this financial year so it could be redistributed in the next financial year budget.
- v. Water providers had failed to submit bills for some years then put in a bulk invoice for the last financial year. The figure therefore showed as an overspend in the budget (although it was a correction not an error on our part).

The Committee unanimously resolved to endorse the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

19/38/EnC PSPO (Touting) 2016

Public Question

A member of the public made the following points:

- i. It was hard to separate tourism from touting.
- ii. Expressed concern that a ban on touts had been successful so they morphed into walking tours to avoid the ban.
- iii. There appeared to be limited enforcement action being taken against walking tours. Queried if the Council could join up with other agencies eg the Police.
- iv. Tour operators saw fines (if caught) as business costs due to the high profits they could make.
- v. Queried if changes to pedestrian areas could design out the tour/tout problem.
- vi. There were 31 designated places to sell services, enforcement should be undertaken to ensure only these were used.

The Executive Councillor responded:

- i. The Public Spaces Protection Order (PSPO) had been successful.
- ii. It would be reviewed in summer 2019.

- iii. She was unclear if the PSPO could be extended to cover walking tours or punt touts.
- iv. Undertook to liaise with the member of the public after the meeting.
- v. The Executive Councillor for Communities was part of the Cambridge BID. Cambridge BID and the City Council acknowledged residents were affected by tourism issues and were looking at options to address these.

The Safer Communities Manager said:

- i. Tours were outside the remit of the PSPO and Community Safety Officers.
- ii. The PSPO only covered verbally advertised punt tours. It was aimed at stopping anti-social behaviour not walking tours per se.
- iii. The PSPO could not be changed without substantial public consultation and in effect a new PSPO being put in place.

Matter for Decision

The Public Spaces Protection Order (Touting) 2016 (“**Order**”) is due to expire on the 14 September 2016. At Environment and Communities Scrutiny Committee in October 2018 the Executive Councillor made the decision to review the Order in 2019 in advance of the Order reaching its three year maximum duration.

At any point before expiry of the Order, the Council can extend it by up to three years if they consider it is necessary to prevent the original behaviour from occurring or recurring. They should consult with the local police and any other community representatives they think appropriate before doing so.

The Officer’s report revisits the terms of the Order (Appendix A), reviews its impact, considers the results of the consultation carried out with police, community leaders and interested parties and, considers the case for extending the Order for a further three years.

The responses to consultations are examined and recommendations are made for the Executive Councillor regarding the extension of the Order and other issues raised during the consultation process.

Decision of Executive Councillor for Transport and Community Safety

- i. Approved the extension of the Order, in its current form as set out in Appendix A of the Officer's report, for a further duration of three years to 15 September 2022.
- ii. Agreed to address the issues raised through the consultation process by:
 - Continuing to enforce breaches of the Order.
 - Monitoring the situation with regard to how walking tours are being sold.
 - Reviewing the situation with regard to touting outside the restricted area in 2022 when considering the next stages of the Order in the event of an extension being agreed.
 - Asking partners to consider improving the information and signposting to direct visitors to authorised punting stations and updating the voluntary code of practice.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Safer Communities Manager.

In response to the report Councillors asked what would be the timescale to get a new PSPO. The Safer Communities Manager said it would be monitored this year (2019), a consultation could be undertaken in the autumn prior to a new PSPO being implemented in 2020. The current PSPO focussed on ASB/nuisance, so there would need to be evidence to justify why walking tours should be included ie walking tours were causing the same kind of nuisance that punt tours used to.

The Committee unanimously resolved to endorse the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

The meeting ended at 7.00 pm

CHAIR

This page is intentionally left blank

ELECTRIC VEHICLE AND ELECTRIC VEHICLE CHARGING STRATEGY



To:

Councillor Rosy Moore, Executive Councillor for Climate Change,
Environment and City Centre
Environment & Community Scrutiny Committee 03/10/19

Report by:

Joel Carré

Tel: 01223 - 459201 Email: joel.carre@cambridge.gov.uk

Wards affected:

All

Key Decision

1. Executive Summary

- 1.1. Moving to a future where Electric vehicles are the norm, presents many challenges both technical and social and as a lower tier authority Cambridge City Council only has control over some aspects of the transition.
- 1.2. Key areas where we can act and those where we are taking action are identified in the appended Electric Vehicle and Infrastructure Strategy document and include Taxi Licencing; Fleet; Planning; and the management and operation of our car parks and housing developments.
- 1.3. Those areas we can influence or where other public and private bodies have a role to play are identified in the document and range from small pilot charge point projects to strategic changes to the local electricity grid.
- 1.4. The appended strategy document sets out Cambridge City Council's commitment to supporting the uptake of electric vehicles and, where able, actively installing or requiring installation of the necessary infrastructure to support the transition.
- 1.5. The document sets out the approach of Cambridge City Council in

identifying those areas where we can take a lead and where funding opportunities exist. Where opportunities for grant-funding exist, and the City Council is the appropriate lead, we will pursue that funding.

- 1.6. Where there is an obvious need to provide infrastructure on a commercial basis e.g. within our car parking asset, the aim is to engage the market and find a financially manageable solution.

2. Recommendations

The Executive Councillor is recommended to:

- 2.1. Acknowledge both the opportunities, and limitations of Cambridge City Councils role in supporting the transition to Electric Vehicles as set out in the appended Electric Vehicle and Infrastructure Strategy.
- 2.2. Endorse the recommended strategic approach notably:
 - 2.2.1. The key areas for action within Cambridge City Council (Car parks, Taxi licencing, planning policy, commercial property and Housing.)
 - 2.2.2. Identification of Government, public and commercial sources of funding; and
 - 2.2.3. Working in partnership with other relevant authorities (County Council, Other Districts, Greater Cambridge Partnership, the Combined Authority to identify and deliver electric vehicle support in areas where it is appropriate for others to take the lead.

3. Background

- 3.1. Government have set the direction for the electrification of motor transport by banning sales of internal combustion engine cars by 2040 to deliver cleaner air and reduce carbon emissions.
- 3.2. As a result demand for electric vehicles and charging infrastructure is growing daily.
- 3.3. The move to ultra-low emission vehicles is necessary to meet our own climate change commitments to be net zero carbon by 2050 and to meet air quality objectives set out in the Cambridge Air Quality Action Plan (2018-2022).
- 3.4. Electric vehicles are the current, established technology for effecting those improvements in emissions alongside modal shift to

walking, cycling and greater use of public transport.

4. Implications

a) Financial Implications

4.1 There are no immediate financial implications as a result of the acceptance of the appended Electric Vehicle and Infrastructure Strategy. The document serves as a guide to the issues, actions and key contacts relating to this area of work, both within and relating to Cambridge City Council.

Projects identified as underway have either already received funding and have are incorporated as capital projects in the normal way or are in the being considered through the normal project management processes within the City Council.

b) Staffing Implications

4.2 Again there are no immediate staffing implications as a result of the acceptance of the Appended Electric Vehicle and Infrastructure Strategy. The document identifies key staff members within the services who need to play a role in the work identified. Much of the work can be integrated within existing workloads for e.g. planning policy development or the management of our commercial assets.

Where new projects are identified and developed the requisite staffing and funding implications will be identified and managed through the City Councils normal project management procedures.

c) Equality and Poverty Implications

4.3 The Equality and poverty implications of this area of work vary considerably from project to project. The general aim is to provide a wide range of opportunities for residents, visitors and businesses to access charging infrastructure for electric vehicles.

Current projects have been subjected to the EQIA process and this will also be the case for future projects developed as a result of the commitments in this strategy. It is therefore not worthwhile producing what would be a generic assessment for this document.

d) Environmental Implications

4.4 As set out in the strategy document, there are considerable environmental benefits to supporting a transition to Electric Vehicles.

Primarily for every electric vehicle which replaces an internal combustion engine in the fleet, there will be immediate benefits to local air quality as electric vehicles have no tail pipe emissions at the point of use.

Secondly full lifecycle carbon costs of electric vehicles are significantly lower than for internal combustion engine vehicles. This will also improve as the carbon intensity of the grid diminishes as more renewable electricity generation comes on stream.

e) Procurement Implications

4.5 Where new projects are identified and developed the requisite procurement procedures will be followed. It is acknowledged that procurement work will be significant where development of commercial partnerships is necessary to deliver charging infrastructure. Indeed this has proved the case in the area of taxi charge point provision which is being rolled out now. The support of our procurement and legal teams will be pivotal in making a success of these projects.

f) Community Safety Implications

4.6 Where new infrastructure is deployed as a result of projects developed as a result of this strategy community safety will be assessed appropriately. Infrastructure will be subject to established, electrical and road safety regulations and national infrastructure standards for accessibility, data collection and payment.

5. Consultation and communication considerations

5.1 All services and partner authorities identified in this strategy have contributed to the preparation of this document.

Wider consultation for projects underway has been carried out as appropriate for those projects or will be carried out within the normal procedures for the development of capital projects at the City Council. For example the development of policies and infrastructure to support the transition to electric taxis in the city was subject to an independent feasibility study including extensive engagement of licenced taxi drivers and operators.

Where new projects are identified and developed the requisite consultation processes will be undertaken.

6. Background papers

6.1 Air Quality Action Plan 2018-2023 -

<https://www.cambridge.gov.uk/media/3451/air-quality-action-plan-2018.pdf>

6.2 Draft Supplementary Planning Document Sustainable Construction and Design 2019

<https://www.cambridge.gov.uk/media/7434/draft-sustainable-design-and-construction-spd.pdf>

6.3 Road to zero

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

7. Appendices

7.1 **Electric Vehicle and Infrastructure Strategy, September 2019**

8. Inspection of papers

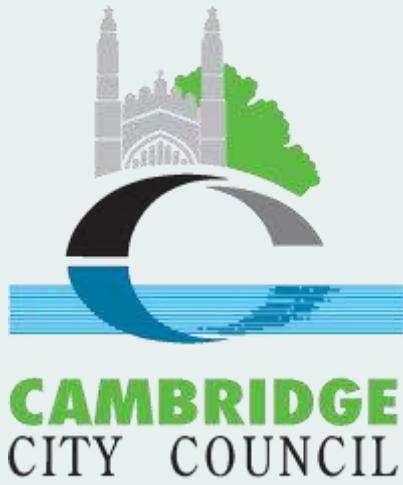
To inspect the background papers or if you have a query on the report please contact Jo Dicks, Environmental Quality & Growth Manager, tel: 01223 - 457892, email: jo.dicks@cambridge.gov.uk.

This page is intentionally left blank

Cambridge City Council
Environmental Health

Cambridge City Council,
PO Box 700, Cambridge

Page 27



Electric Vehicle and Infrastructure Strategy

September 2019

Cambridge City Council



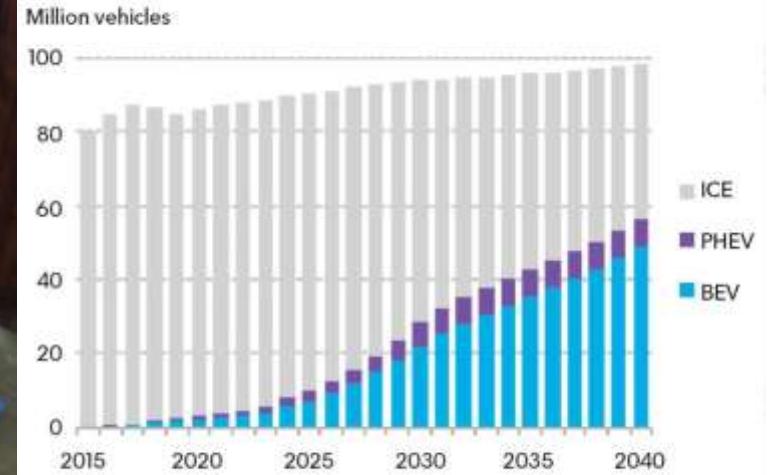
An Overview of the Issues, Actions and Key Contacts for the support of the transition to Electric Vehicles in Cambridge

Executive Summary

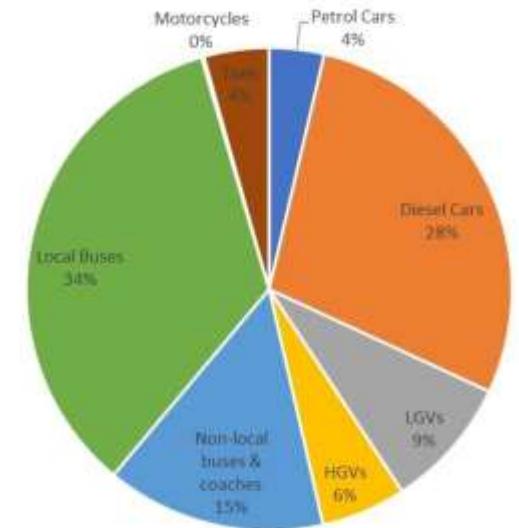
- Government have set the direction for the electrification of motor transport by banning sales of internal combustion engine cars by 2040 to deliver cleaner air and reduce carbon emissions.
- As a result demand for electric vehicles and charging infrastructure is growing daily.
- The move to ultra-low emission vehicles is necessary to meet our own climate change commitments to be net zero carbon by 2050 and to meet air quality objectives set out in the Cambridge Air Quality Action Plan.
- Electric vehicles are the current, established technology for effecting those improvements in emissions alongside modal shift to walking, cycling and greater use of public transport.
- Moving to an EV future presents many challenges both technical and social and as a second tier authority Cambridge City Council only has control over some aspects of the transition.
- Key areas where we can act and those where we are taking action are identified in this document and include Taxi Licencing; Fleet; Planning; and the management and operation of our car parks and housing developments.
- Those areas we can influence or where other public and private bodies have a role to play and current actions are identified in the document and range from small pilot charge point projects to strategic changes to the local electricity grid.
- This strategy confirms Cambridge City Council’s commitment to supporting the uptake of electric vehicles and, where able, actively installing or requiring installation of the necessary infrastructure to support the transition.



Global long-term passenger vehicle sales by drivetrain



Source: BloombergNEF



Source: apportionment of road traffic NOx emissions in 2017 inside the inner ring road, Cambridge 2017

Strategic Aims

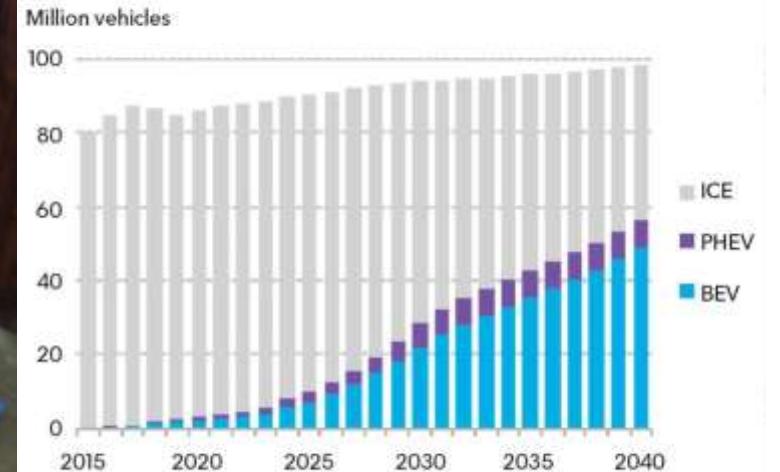
Four main aims have been identified to support the uptake of Electric Vehicles in Cambridge:

1. To identify sources of funding to develop and install EV Charging infrastructure and where appropriate pursue that funding.
2. To robustly consider EV as a preference for all City Council fleet replacement and new vehicle purchase where appropriate vehicles are available and meet our operational needs.
3. For the City Council to develop a commercial project to deliver charge points in our car parks in the short term and wider property holdings in the medium term.
4. To promote funding opportunities and provide support for partner organisations to deliver EV charging infrastructure where they are the most appropriate lead (e.g. County Council / on street charging).

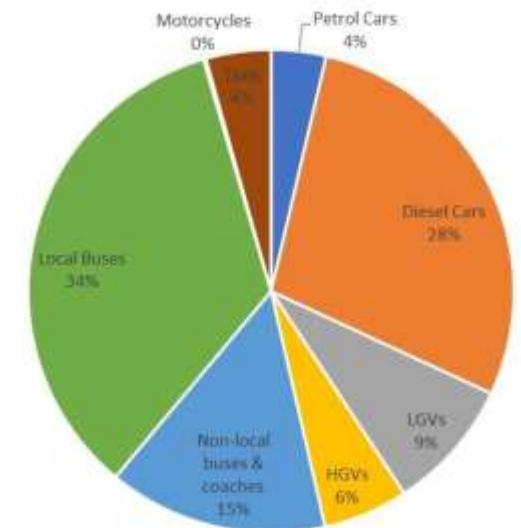
The summary action table on the following page sets out how some of these aims are being met and how others will be met.



Global long-term passenger vehicle sales by drivetrain



Source: BloombergNEF



Source: apportionment of road traffic NOx emissions in 2017 inside the inner ring road, Cambridge 2017

Current and Prospective Actions Summary Table

Initiative	Brief Description	Lead Organisation & partners	Lead Team	Funding Bodies	Status (Underway, Funded, In Development, Required)
Rapid Chargers for Electric Taxis	Installation of 20+ 43/50kw rapid chargers to support the transition to EV Taxis	Cambridge City Council	Environmental Quality & Growth Team	OLEV; Cambridge City Council; Greater Cambridge Partnership	Underway Completion in 2021
On Street lamp post charge point trial	Up to 18 3/7kw chargers trialled in suburban Cambridge installed on street lamp posts	Cambridgeshire County Council (in partnership with Balfour Beatty / Ubitricity)	Highways	Balfour Beatty / Ubitricity	Underway Surveys carried out Delivery in 2020
Commercial Charge Point Strategy	Concession contract to deliver rapid and fast destination charging for City Council Car parks and other property assets	Cambridge City Council Commercial Partner(s) to be procured	Commercial Services	Commercial Investment	In Development Target for initial installations in Multi Storey Car parks in 2020
Fleet Review	Full review of the costs, use and operation of the City Council fleet to inform future fleet strategy including use of EV	Cambridge City Council	Commercial Services	Cambridge City Council	Underway
Parish charge point project	Public accessible fast chargers for villages	Cambridgeshire County Council	Energy Investment Unit	OLEV / Parish Councils	In Development
Greater Cambridge (& East Cambridgeshire): Energised for Growth	Wide ranging project to investigate and facilitate smarter energy provision and network support across Cambridgeshire through integrated policy development	Cambridgeshire County Council Key Partners: UK Power networks; Other Cambridgeshire District Councils; Other commercial investors	Energy Investment Unit	INNOVATE UK UK Power Networks & others TBA	In Development Bid submission to Innovate UK in August 2019
Electric Vehicle Planning policy & Guidance	Measures to ensure delivery of suitable EV Infrastructure in new developments	Cambridge City Council	Shared Planning Service	Cambridge City Council	Underway Supplementary planning document out to consultation
At Scale on street charging solutions for Residents without Parking	To follow from on street lamppost trial and parish project. Tackling the need for those living in flats and terraced housing	Local authority Partners	Highways / Districts	OLEV / Local Authorities TBA	Required
Electrification of public transport	Ensuring that future public transport fleets are zero emission potentially through the implementation of a Clean Air Zone or other traffic regulation	Greater Cambridge Partnership Bus operators Transport Authorities (county Council / Combined Authority)	City Access (GCP)	GCP / Bus operators	Required
Signposting residents to relevant grant funding and information	Domestic Charge points Vehicle subsidies Commercial grants	Cambridge City Council	Environmental Quality & Growth Team	na	Underway
Identifying sources of funding and commercial partnerships for EV development		All Authorities	Environmental Quality & Growth Team	As identified	Underway – Networks established

Cambridge City Council
Environmental Health

Cambridge City Council,
PO Box 700, Cambridge

Page 31



CAMBRIDGE
CITY COUNCIL

Electric Vehicle and Infrastructure Strategy

Cambridge City Council

Contents

1. Introduction and Format
2. Background
3. National Context
4. Key Stakeholders—Cambridge City Council
 5. EV Taxis
 6. Planning
 7. Commercial & Car Parks
 8. Fleet
 9. Electric bikes
10. Cambridgeshire County Council
 11. Highways and On-street Charge Points
 12. Strategic Energy—Energy investment unit
13. Greater Cambridge Partnership
14. South Cambridgeshire District
15. The Combined Authority
16. Office for Low Emission Vehicles
 17. Legislation
18. Distribution Network Operator—UKPN
19. Public Transport operators

Apendices:

- i. OLEV Grant / Subsidy schemes
- ii. Guide to Domestic Charge Points
- iii. Example Planning Conditions to support EV



1. Introduction and Format of this Document

The transition to electric vehicles is a significant and complex undertaking which requires the coordination of public bodies at all levels, industry specialists, businesses and the public.

It has the greatest potential in the near term to have the most significant impact on the decarbonisation of transport and to improve air quality.

Making this happen however will require multiple stakeholders to play their part and this document sets out the role of Cambridge City Council in the wider context and the areas of action departments within the City Council will need to develop.

FORMAT

The Document is organised in to sections defined by key stakeholders and their distinct roles and areas of influence.

For each stakeholder the roles and responsibilities are clearly identified as are the linkages to areas of work on electric vehicles and charging infrastructure.

Stakeholder work areas are then further detailed on individual subject pages which identify the key officer contacts and highlighted panels setting out action which is underway as well as work being developed.

The Development of work on electric vehicles in Cambridge

- Cambridge City Council has supported the move to electric vehicles (EV) for many years first introducing charging infrastructure in to car parks more than 10 years ago, and trialling electric fleet vehicles as early as 2006
- However mass adoption has not become mainstream until now as both a reliable mature vehicle and charging infrastructure market has developed.
- In 2015 (updated 2019) the City Council's Air Quality Action Plan was first considered which set out that in order to meet our air quality objectives a significant move away from Internal Combustion Engine (ICE) vehicles was needed and that EV would play a significant role in achieving this.
- As a result the first significant step was to use taxi licencing and central government funding through the Office For Low Emission Vehicles (OLEV) to effect a transition to zero emission electric taxis
- Alongside this we have invested in electric fleet vehicles where this meets our operational needs, and now run 11 small electric vans
- More recently we have developed planning policies through the local plan and supplementary planning documents which require EV infrastructure in new developments
- However there is much more action needed if the transition is to be effectively delivered over the next 10 years

Key Actions :

Are detailed in panels like this

Key Contacts: Are set out in panels like this

AREA of Work:

Name—Job Title

Email contact details



Car park provision of slow chargers



2. Background

- This piece of work has been produced to acknowledge the scale, complexity and the need for coordinated action, within the Council and with external partners, to implement a move to an electrified Transport System.
- This document sets out the current state of work within the City Council, and the current local and national work to support the transition to electric vehicles, It aims to help provide the public, businesses and public transport operators the confidence and information to invest in and successfully manage this transition.
- It identifies the key stakeholders in the transition to electric vehicles ranging from those who will provide supporting infrastructure and finance to the end users who will be using electric vehicles and the locations, types and technology of infrastructure needed.
- It also sets out key areas of action both underway and where further work plans are needed for Cambridge City Council, other Cambridgeshire Districts, the County Council, Greater Cambridge Partnership and the Cambridgeshire and Peterborough Combined Authority with a view to ensuring that we support this transition in a coherent, competent and functional way whilst taking advantage of the significant opportunities for income, investment and technology development.

- It identifies why the City Council and other Cambridgeshire authorities should be active in this area and the role each needs to play in the transition and the gains for environment, productivity and investment that will flow from a positive and supportive approach to this strategic work.
- This Electric Vehicle and Infrastructure Strategy sets out what our actions and ambitions are to support work in this area over the medium term and identifies where others need to act to support this area of work.

Key Stakeholders

- **Cambridge City Council**
- **Cambridgeshire County Council**
- **South Cambridgeshire District Council**
- **Greater Cambridge Partnership**
- **Cambridgeshire and Peterborough Combined Authority**
- **UK Power Networks**
- **Local Businesses**
- **Residents and Visitors**
- **Public Transport Operators**

Key Actions (Underway)

- Taxi policy and dedicated Charging Provision
- Car parks - destination charging
- Planning Policy and Guidance
- New, City led, housing development
- On street charging trial

Key Actions (Developing)

- Fleet Review (City)
- Commercial Charge Point Strategy for Car Parks and Council Assets
- Building regulations
- Smart grids and network support R & D
- Funding for provision of on street charging infrastructure



Car park provision of slow chargers



3. National Context

- Central Government have clearly indicated that a transition to Electric Vehicles (EV) is necessary in order to improve air quality and improve the sustainability of the transport sector to meet its climate change targets.
- This is underlined by the long term policy of phasing out the sale of internal combustion engine cars by 2040 as set out in the 'Road to Zero' policy document, and the support for EV in the government's industrial strategy.
- This transition however presents a significant challenge in that it is the biggest change to transport behaviour and technology in a hundred years. At the heart of this is the need for an EV charging infrastructure that serves all stakeholders allowing residents, workers, public transport operators and businesses to have confidence to make the successful transition and invest appropriately for the future.
- At the same time the opportunities afforded by this major disruption in the transport fuelling sector are enormous with many new players entering the market and a significant move away from central provision and market domination by the global petrochemical industry.
- There are significant dangers of failure also if there is a lack of direction and leadership during these early stages in the transition.
- Central Government is currently adopting an approach of setting the broad policy direction and funding some key R & D but allowing the market to largely respond to the changes required. There is no centrally driven plan to ensure the coherent and uniform deployment of charging infrastructure to support the change and therefore there is somewhat of a leadership deficit which is currently causing a lack of confidence in the uptake of vehicles and the slow and piecemeal deployment of infrastructure to support EV.
- There are already apparent a number of practical, infrastructure and technology barriers emerging which need to be tackled. The electricity network will be severely challenged by the level of demand generated by a wholesale shift to EV and this will require the identification of bottlenecks in the network and a series of smart and local solutions to overcome. The need to match local renewable supply and provide storage and buffering solutions to avoid network shocks
- Government do recognise that there is a need for the encouragement of the market and are providing several charge point and vehicle funding programs largely through the Office for Low Emission Vehicles (OLEV). This is a £1.5 billion program which consists of R & D funding; subsidies and funding programs for charging infrastructure as differing scales and EV vehicle subsidy schemes
- Cambridge City is one of a fairly small number of authorities which has taken advantage of this funding to support a transition to EV Taxis and is currently rolling out a £626000 program for a 21 strong rapid and fast charge point network for taxis but this is just a very small part of the picture and much greater ambition is needed to ensure a confident and successful transition to a fully EV future.
- A few authorities London, Oxford, Dundee, Nottingham, Bristol, Milton Keynes and York were awarded funding ranging from £5-13 million to become 'ultra-Low Cities' in 2016, acting as exemplars for the roll out of EV on a significant scale. Each of these Cities is currently looking at differing aspects of the EV transition, testing charge point equipment, and policy support through subsidy, transport and financing initiatives. Therefore there is a growing body of information available to help guide others to competent and successful action in this area.



Car park provision of slow chargers



4. Stakeholder— Cambridge City Council:

Environmental Health

The Environmental Quality & Growth Team (EQG) team in Environmental Health have three key roles which impact on the EV transition: Delivery of cleaner air; professional consultation on the environmental impacts of development; and delivery of environmental projects

- Clean air is a significant driver for the move to EVs in Cambridge
- Planning policy and condition development and the expert scrutiny of applications in the team ensure the delivery of EV infrastructure and provision in to new developments
- The team have a good track record in winning funding and delivering environmental and energy projects and are currently delivering rapid charging infrastructure for Taxis for the Greater Cambridge Area
- Because of its early experience and expertise in EVs this team is assisting other services with the City Councils contribution to the EV transition

Commercial Services

- Commercial Services cover both **car parks and fleet** and are therefore fundamental to this agenda. They are also the lead service for procurement which is vital to the City Council's role in taking EV forward
- Developing our car parks to support EVs will be necessary to support their continued success and to ensure that Cambridge remains a viable and desirable destination for EV users
- In terms of providing community leadership as a public body it is vital that our **fleet** reflects our commitment to EVs and that our air pollution impacts and carbon footprint are reduced to support our wider policy commitments.
- Commercial services is taking a lead in developing a route to a commercial partnership approach to providing comprehensive charging infrastructure provision not only for our car parks but across our property assets

Planning

- Planning is key service for ensuring the adequate provision of EV infrastructure and supporting policies in new developments
- The joint City and SCDC planning services have most recently consulted on a 'Sustainable Design & Construction' supplementary planning document which has the most progressive EV guidance for new developments to date

Housing Development Agency

- The City Council is through its CIP delivering new housing projects in the City
- Through these developments we are able to demonstrate our commitment to EV.
- Both the Mill Road and Cromwell Road developments are exemplars and will have significant EV charge point provision ahead of any national mandate and the emerging local planning policies.

City Homes

- Cambridge owns and manages a significant portfolio of Council Homes.
- Our Council Tenants will need access to EV Charging points.
- Preliminary work is underway to identify suitable sites within our housing assets for EV infrastructure.



CAMBRIDGE
CITY COUNCIL



Newmarket Road Rapid Charger for Taxis

Key Contacts:
Charge Points for Taxis Project Manager:
Justin Smith—Environmental Projects Team Leader
 justin.smith@cambridge.gov.uk
Taxi Licencing:
Wangari Njiiri— Licencing Team Leader
 wangari.njiiri@cambridge.gov.uk

5. EV Taxis

Cambridge City Council have taken a significant lead in promoting the transition to Electric Taxis

We are one of a few local authorities committed to an ultra low emission taxi fleet through our licencing policy.

The transition is driven by a significant evidence base on the sectors contribution to poor air quality in the City Centre through the operation of high mileage, larger, diesel vehicles under business as usual.

Care has been taken in developing policies to involve the taxi trade in designing incentives, infrastructure support and the timing of regulation to move to a fully ultra low emission taxi fleet by 2028

RAPID CHARGER NETWORK FOR TAXIS

In 2017 Cambridge City Council secured £426k in capital funding from the Office for Low emission Vehicles to support a rapid charging network for taxis.

Supported by a further £100k each from City Council and Greater Cambridge Partnership funding over 4 years a network of 20+ Rapid 50kw chargers are being rolled out.

Six Chargers are now operating at three locations: Adam and Eve Car park; Arbury Court Car park and Newmarket Road.

Two chargers are currently installed awaiting connection at Castle Hill Car Park and a site has been secured within the Eddington development.

Three sites with in South Cambridgeshire—Cambourne, Sawston and Waterbeach are at the feasibility stage and three further locations in the City are under development.

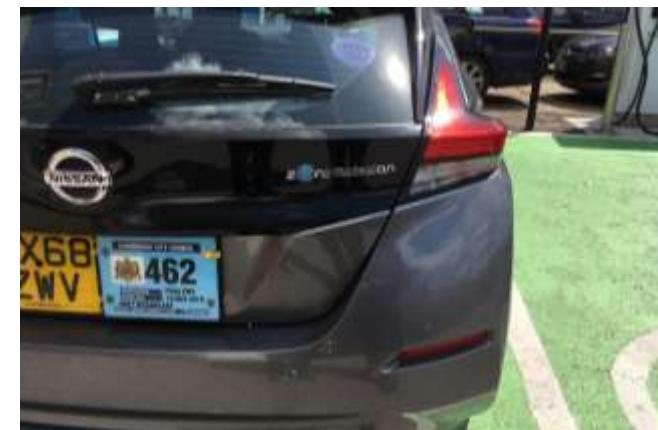
The current infrastructure is supporting 30 licensed electric taxis and the number is growing quickly with one new EV taxi joining the fleet every 2 weeks over the past year.

This project is expected to be completed in 2021 and it is forecast that all City and South Cambridgeshire taxis will be ultra-low emission by December 2028

LICENCING CHANGES

The following licencing requirements were introduced in June 2018 for Cambridge City and equivalent conditions are currently out for consultation for South Cambridgeshire District to support and deliver an ultra low emission fleet locally:

- **License Fee Exemption for Zero emission, Vehicles**
- **License Fee Discount (50% of fee) for Ultra-Low Emission Vehicles**
- **Extended Age Limit for Zero Emission Vehicles—15 years**
- **Extended Age Limit for Ultra-Low Vehicles 12 years**
- **A set date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission 1st April 2020**
- **A set date for all Licensed Saloon Vehicles to be Zero or Ultra-Low Emission April 2028**
- **A set date for all Wheelchair Accessible Vehicles to be Ultra-Low or Zero Emission as and when the market allows by Dec 2028**



A Cambridge Electric Taxi—Charging at the Adam And Eve Car Park



Key Contacts:
Supplementary Planning Document:
Emma Davies—
Principal Sustainability Consultant
emma.davies@cambridge.gov.uk
Air Quality & Planning—
Environmental Quality & Growth Team:
Anita.lewis@cambridge.gov.uk
Elizabeth.Bruce@cambridge.gov.uk

6. Planning

Cambridge City Council have taken a significant lead in requiring new developments to include EV charge points

Using actions to improve air quality as a policy spur, planning conditions have been developed requiring developers to ensure new developments have adequate charge point provision

Currently the City, South Cambs. Joint Planning service is consulting on its most ambitious Supplementary Planning Document for Sustainable Design and Construction to date.

The SPD document sets out what is expected from developers regarding charge point provision for both domestic and commercial developments (currently contained in Table 3.13 and 3.17)

Details of standard planning conditions can be found in Appendix iii of this document

SUPPLEMENTARY PLANNING DOCUMENT FOR SUSTAINABLE DESIGN AND CONSTRUCTION

Charge Points Provision

- Any new or replacement car park will have EV Charge Points
- Any increase in vehicle trip generation related to the intensification of use at a site will require additional EV Charge Point provision at an appropriate scale
- A site-wide EV charging strategy for large-scale Major sites – detailing the location and phasing of the charge point installations

- One slow EV Charge Point for each dwelling with allocated parking
- At least one slow EV Charge Point for every two dwellings with communal parking (at least half of all non-allocated parking spaces to have electric vehicle slow charging points)
- At least one slow EV Charge Point for every two parking spaces in non-residential developments
- At least one rapid EV Charge Point for every 1,000m² non-residential floor space (as per Institute of Air Quality Management guidance) or one fast EV Charge Point for every 1,000m² non-residential floor space (if the installation of a rapid charge point is technically impossible due to grid supply constraints (evidence must be provided))
- At least one rapid EV Charge Point for large-scale Major developments, or at least one fast EV Charge Point (if the installation of a rapid charge point is technically impossible due to grid supply constraints (evidence must be provided))
- Installation of passive charge points - electric vehicle charging infrastructure for

<https://democracy.cambridge.gov.uk/documents/s46399/Consultation%20Draft%20Sustainable%20Design%20and%20Construction%20SPD.pdf>

Home Chargers

Around 40 manufacturers provide charging units suitable for residential use – examples of popular models are shown below. Typically the units are wall-mounted, and available either with a tethered Type 1 or Type 2 cable, which can be plugged straight into the car, or with a Type 2 socket for use with the vehicle's charging cable.

Most suppliers provide two power rating options: 3 kW or 7 kW. Expect to pay more for the 7 kW option which reduces charge time significantly if the car has a fast on-board charger. For example, a Nissan LEAF (with optional 6.6 kW on-board charger) on a 3 kW home charge unit will provide a full charge in 6-8 hours, whereas a 7 kW unit will give a full charge in 3-4 hours.





Key Contacts: - Strategy
James Elms—Head of Commercial Services:
 James.elms@cambridge.gov.uk
Delivery
Sean Cleary—Commercial Manager
 Sean.cleary@cambridge.gov.uk
Jake Smith— Project Officer
 Jake.smith@cambridge.gov.uk

7. City Council Public Car Parks

The City Council operate five multi storey car parks and five smaller street level car parks on a commercial basis.

We recognise the demand for electric vehicle charging support both locally and for car parks as a destination.

Whilst there is minimal provision at present with just four spaces serviced by relatively slow chargers, work is underway to ensure much more comprehensive provision in the near future.

The redevelopment of Park Street multi storey car park is an opportunity for planned expansion of EV charger provision.

Retrofitting of both rapid and fast charging in our other car parks is being pursued through potential partnership

EV CHARGE POINT COMMERCIAL STRATEGY

- The aim is to secure a commercial partner to provide a fully installed, serviced and maintained publicly accessible electric vehicle charging point network involving the design, installation, operation (including the provision of energy) and, the marketing and maintenance of the new charge points
- Finding (where possible) a solution to any grid constraint problems
- The initial stage is for provision of EV charging across multi storey parking portfolio it is hoped however that this project will provide the basis for a wider ranging delivery of ULEV charging infrastructure across Cambridge. The first phase forecast to be delivered by the end of 2020

CURRENT PROVISION

Currently Cambridge car parks have very limited charge point provision with two spaces and one dual 7kw charger at Queen Anne Terrace car park and two 3kw chargers available at Grafton Centre East Car Park.

<https://www.cambridge.gov.uk/recharge-your-electric-car>

PLANNED PROVISION

- The Rebuilding of Park St Car park will see active provision of 3/7kw chargers in at least 25 spaces with passive provision (cabling) for all spaces.
- The commercial strategy aims to secure provision of both fast and rapid, destination charging initially at all multi storey car parks and enhanced provision at surface car parks to follow.



7kw charge point Queen Anne Terrace car park Cambridge



Key Contacts:

Fleet Manager—David Cox

david.cox@cambridge.gov.uk

Head of Joint Waste Services

Trevor Nicoll

Trevor.Nicoll@cambridge.gov.uk

8. City Council Fleet

The City Council operates a fleet of vehicles ranging from small vans to refuse freighters.

Currently we operate eleven Nissan E-NV200 small vans which are fully electric

Our fleet managers recognise the significant benefits both in reduced environmental impacts and significantly lower whole life costs of electric vehicles

This has to be balanced currently with high upfront costs and the availability of vehicles to meet service operational needs.

FLEET REVIEW

We are preparing to review our vehicle fleet usage using a three-month data collection period. This review will cover every vehicle that we operate, from ride-on mowers to the largest lorries.

There is no predetermined reduction or savings target for the review - its overarching aim is to gather the data to allow a greater understanding of how our vehicles are used, are they correct size and type and are they in the right place.

The first step in this process is to complete a detailed examination of what the vehicles actually do. To enable that, services will need to monitor usage via the tracking system in the vehicle. The system that we use to do that is called Quartix. It provides the ability to track in both real-time and to collate reports over a given period, allowing visibility of how we use our vehicles.

This review will give service managers robust data that could help in the development of new ways of working across the council. Additionally, the review is hoped to formalise the route to an wholly electric fleet, how and in what timeframe we can move to delivering that wider strategic aim.

CURRENT FLEET PRACTICE

- Electric vehicles are considered for all new vehicle purchases
- The availability and cost of suitable electric alternative vehicles are sought
- The operational range, payload and daily activity of the vehicle to be purchased is considered in the process.
- The market for electric commercial vehicles is developing fast with new models coming to market regularly but cost, supply and lead times are a cause for concern.
- Whole life costs are considered to ensure that the long term benefits of electric vehicles are considered when purchasing vehicles.



Fully Electric refuse freighter on trial in Cambridge on Clean Air Day



Key Contacts:

Electric pool bikes Andy Wood:
Email: andy.wood@cambridge.gov.uk

**Zedify Delivery Cycle/Van Courier
(formally Outspoken)**
Email: cambridge@zedify.co.uk

The City Councils Air Quality Action Plan 2018-1023, under measure 20 and 21;
and the Cambridge Local Plan 2019 in policy TI/3
both encourage and support the provision of infrastructure for electric bikes

9. EV Cycles and Deliveries

The transition to electric vehicles will not be enough alone to deliver on national carbon reduction emission ambitions.

A significant shift away from traditional motor transport modes for shorter journeys will also be required.

Electric bikes, cargo bikes and delivery trikes merit a special mention in this regard.

They are zero emission at the point of use, and can be more than 25 times as carbon efficient as an electric car:
(Nissan Leaf 4 miles/ kwh)

(Electric bike 50-100miles /kwh)

DELIVERIES

- The City Council uses the local courier firm Zedify which offers a national zero emission delivery service.
- Zedify use electric power assisted cargo bikes and trikes for the last leg of deliveries in Cambridge (and elsewhere)
- They can carry loads up to 250 kg

ELECTRIC POOL BIKES

- We now have two new electric pool bikes available for staff to use on council business. One is based at Mandela House and one at the Guildhall.
- This is enabling those who need to travel a little further on council business within the city or for whom cycling could be a challenge to undertake visits without using a car.
- This is saving both money in mileage claims and carbon and polluting emissions.



Zedfy Cargo trike



10. Stakeholder— Cambridgeshire County Council:

Cambridgeshire County Council is the Local Transport Authority and as such are very important for any work on supporting Electric vehicles.

The County also has a lead role in strategic planning for transport, education, minerals, waste and energy infrastructure.

At a more practical level County Highways Services are responsible for the on street environment an area that is pivotal to a successful EV Strategy.

The County Council also own and run Park and Ride sites for Cambridge which have significant potential as places to charge EVs and smart grid development

The authorities **Energy Investment Unit** and **Smart Cambridge** are also vital services driving innovation and economic development in energy provision, management and the smart networks required to make a success of the EV transition . They are driving this through exemplar projects and engagement with a broad range of business and public sector players.

The County Council own and manage a large property portfolio which has the potential to host and develop EV assets.

This Strategy focusses on the Highways function and the work of the Energy



Energy Investment Unit

- **Develop major renewable energy projects that deliver positive economic investment opportunities for the Council .**
- **Works with partners to identify and implement solutions to local grid capacity and network**
- **Promotes research and development of smart, local energy solutions bringing together, renewable generation of electricity, storage and consumption including EV Charging .**
- **Takes a strategic approach to current and future energy provision**

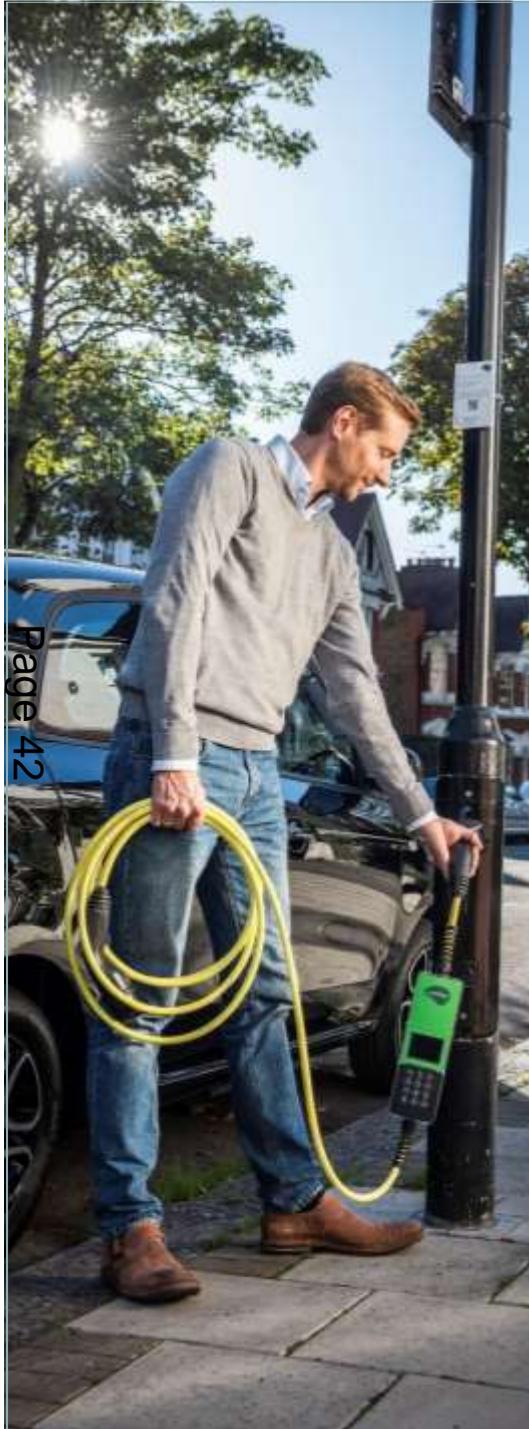
Highways—key roles

- Responsible for the local road network.
- Regulate street works
- Manage road space and on street infrastructure and signage through traffic regulation orders (TROs)
- Responsible for parking enforcement in Cambridge

Other key roles

- Park and Ride
- Development of property assets across the County





Page 42

Cambridgeshire County Council highways

Sonia Hansen—Traffic Manager

Sonia.Hansen@cambridgeshire.gov.uk

Gary Baldwin—

Gary.Baldwin@cambridgeshire.gov.uk

11. On Street Charge Point Provision —

One serious barrier to residential uptake of Electric Vehicles is lack of access to off street parking in towns and cities. In Cambridge much of the City has terraced housing with on street parking for residents who therefore cannot install their own dedicated charge point. For overnight charging at home

The Highway authority is responsible for the on street environment in this case Cambridgeshire County Council. The City Council are engaged with the County highways team to take forward on street provision

This is both a practical and technical challenge to deliver and in recognition of this OLEV do provide up to 75% funding for on street charger installation. Both councils are working together to explore ways to make use of this funding.

County officers are also facilitating an on street trial with their contracted street light operator (see panel)

LAMPOST CHARGING TRIAL

- 6 months trial being funded by Ubitricity and Balfour Beatty (PFI Contractor for County Council for lamp posts).
- 6-7 sockets will be installed free of charge at Cambridge City locations
- The first locatiobn have been identified by the council and site surveys have been carried out
- At the end of the 6 months feedback from trial participants, the council and Balfour Beatty would be collated and reviewed
- The purpose of the trial is to:
- Facilitate joint working with Ubitricity and Balfour Beatty as their first project together
- Training of Balfour Beatty staff for installations and maintenance so that this becomes a standard service offering
- This is our first joint project together and Balfour are keen to use this as a first step to evaluate the technology before potentially offering to other Balfour Beatty PFI projects
- Allow Cambridge to evaluate the technology and potential future revenue streams from use of the sockets at zero cost to the council
- Allows information to be gathered ahead of any future potential larger scale rollout utilising funding such as the OLEV on-street residential scheme

ON STREET ISSUES FOR CHARGE POINTS

- Lack of adequate electricity supply in the street
- Lampposts at the back of footway
- Narrow pavement (no room for post)
- Parking conflicts (who has the charging space)?
- Significant regulatory burden to installations
- A wide range of available charging solutions of varying quality available
- Unlikely to be commercially viable due to low return on investment



Dedicated street post charger

12. Smart Grids and the Electricity Network

The transition to Electric Vehicles presents a significant challenge to our strategic electricity infrastructure, both the generation capacity and the distribution network.

It also presents a huge opportunity to support a more distributed and renewable electricity network as each EV battery is a significant energy storage asset which could be used to support the grid during renewable intermittency.

Local Authorities have a role to play in coordinating research and development, demonstrator projects and developing solutions to tackle traditional grid constraints which are a significant barrier to full scale EV uptake in Cambridge.

The City Council are supporting a number of initiatives in this area led by the County Councils Energy Investment unit.

Rapid progress and investment will be needed in this field for to support the full uptake of EVs

ST IVES PARK AND RIDE SMART ENERGY GRID

Cambridgeshire County Council is developing a highly innovative smart energy grid project for a park and ride site. The project will install carports above the car parking, to which solar panels will be fitted. These panels will power the site, electric vehicle charge points and also sales of off-grid energy to local businesses. The project will be underpinned by battery storage to take the site completely off-grid.

Part funded by the European Regional Development Fund, this demonstrator will test new revenue generating business models for the Council, see the integration of energy and transport solutions, help develop local cleantech businesses, and build resilience to local energy grid capacity challenges.

More information available here : <https://www.mlei.co.uk/projects/renewable-energy-&-storage/st-ives-park-&-ride-smart-energy-grid/>



PROJECTS IN DEVELOPMENT

- **Greater Cambridge & East Cambridgeshire: Energised for Growth**

- **Planning for a Smart Future**

Reviewing all smart energy opportunities and identifying and market-testing the range of technologies and business models that can be deployed

- **An Integrated Energy Transition Plan**

Developing a strategic plan for the whole energy system, integrated with local development plans and the Local Energy East Strategy to design the least cost energy system

- **Financing & Investment Strategies**

Identifying investment needs across the plan, exploring new and revamped financing strategies and commercial models, securing investment from public and private sources to deliver change

- **Policy & Regulatory Impacts**

Identifying and addressing policy and regulatory barriers to mobilising funding and delivering the energy transition plan

- **Parish Charge Point Project**

Facilitating the purchase of publicly accessible charge points in Cambridgeshire villages and built up areas with no off street parking

Providing procurement support and OLEV grant application support to parish councils

Cambridgeshire County Council

Energy Investment Unit

Sheryl French -Project Director

Emily Bolton— Energy Projects Officer

mlei@cambridgeshire.gov.uk

13. Stakeholder—

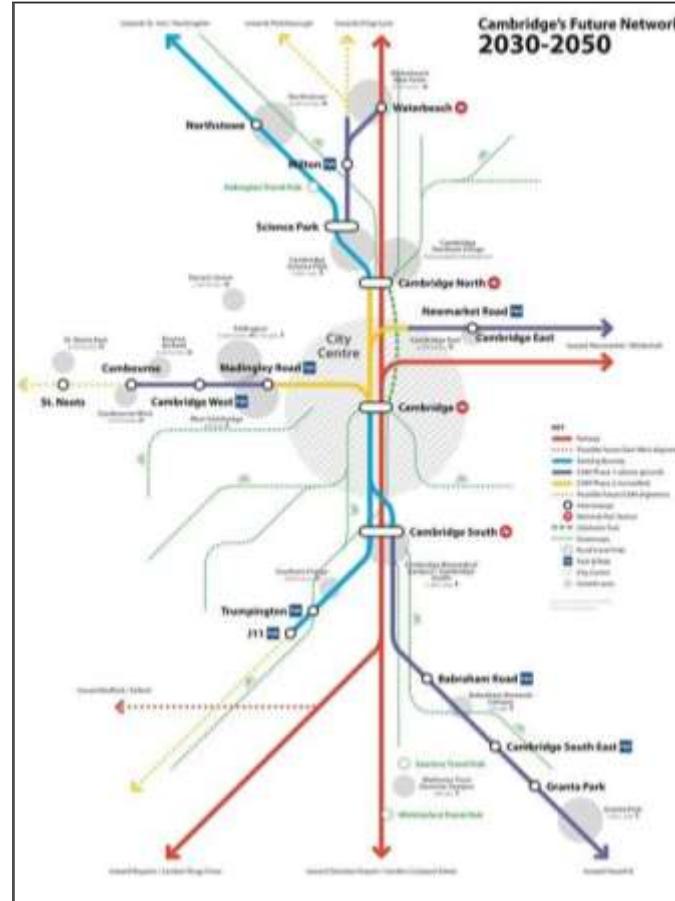
Greater Cambridge Partnership: GCP

The Greater Cambridge Partnership is the local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £1 billion over 15 years, to deliver vital improvements in transport infrastructure, supporting and accelerating the creation of 40,000 new jobs, 33,500 new homes and 420 additional apprenticeships.

The four GCP partners :

- [Cambridge City Council](#)
- [Cambridgeshire County Council](#)
- [South Cambridgeshire District Council](#)
- [University of Cambridge](#)

It is the largest of several City Deal programmes taking place in the UK and brings key partners together to work with communities, businesses and industry leaders to support the continued growth of one of the world's leading tourism and business destinations.



Walking & Cycling

- The GCP are promoting and supporting the expansion of walking and cycling through strategic urban cycle links like the Chisolm Trail and a network of Greenways linking Villages and towns around Cambridge to the Cities.
- In Terms of an EV strategy this has the potential to increase the uptake of electric bicycles and encourage the shift away from petrol and diesel cars as well as wider modal shift

Transport Infrastructure

- The Greater Cambridge Partnership aims to develop a sustainable transport network for Greater Cambridge that keeps people, business and ideas connected, as the area continues to grow; to make it easy to get into, out of, and around Cambridge by public transport, by bike and on foot.
- Through a range of projects, it will create a transport network fit for a small, compact city served by a growing network of rural towns and villages.

Cleaner Air

- The GCP is committed to improving air quality and through its transport investments and policy influence it has great potential to move the electrification of transport forward.
- One possible mechanism is to develop a Clean Air Zone or Low Emission Zone. A feasibility study has been done and is being considered as part of a package of measures looking at how to tackle congestion, air quality and carbon emissions
- **Cambridge City Council is working to support GCP on Air Quality issues through detailed modelling of potential intervention scenarios and**





14. Stakeholder—

South Cambridgeshire District Council:

As our neighbouring district and greater Cambridge partner South Cambridgeshire is important in the electrification of transport in Cambridge.

Clearly as a second tier authority they have similar roles and powers to Cambridge City Council

Of relevance to this strategy is that many South Cambridgeshire residents travel to Cambridge for work and leisure and so ensuring they have access to electrified travel options will have a significant impact on emissions within the City

As a taxi licensing authority with a high number of private hire vehicles servicing the Cambridge area working with our neighbouring district to harmonise policy is helping to deliver on air quality and climate change commitments.

Taxi Licensing

- South Cambridgeshire have a high proportion and number of private hire taxis in their licensed fleet when compared to Cambridge City.
- They have committed to work towards harmonisation of their taxi licensing conditions around vehicle emissions and ultra low emission vehicles with Cambridge.
- Cambridge City Council though their OLEV funded Taxi Charge point project will be supporting this policy transition by installing rapid chargers at three South Cambridgeshire

Key Contacts:
emma.davies@cambridge.gov.uk
Principal Sustainability Consultant
Siobhan.Mellon@scambs.gov.uk
Development Officer
Soraya.Hashemi@scambs.gov.uk
Air Quality Officer



15. Stakeholder—

Cambridgeshire and Peterborough Combined Authority

Partners

The Combined Authority (CA) is made up of eight founding members across Cambridgeshire and Peterborough under the leadership of a Directly Elected Mayor. Each partner is represented by their leader at Combined Authority meetings.

Key ambitions for the Combined Authority include:

- doubling the size of the local economy
- accelerating house building rates to meet local and UK need
- delivering outstanding and much needed connectivity in terms of transport and digital links
- providing the UK's most technically skilled workforce
- transforming public service delivery to be much more seamless and responsive to local need
- growing international recognition for our knowledge based economy
- improving the quality of life by tackling areas suffering from deprivation.

The Cambridgeshire and Peterborough Mayor for the Combined Authority can also exercise certain powers and functions devolved from Central Government including bus regulation.

The CA is also the strategic transport authority for the region

The local Transport Plan

The Combined Authority is currently consulting on an Authority wide Local Transport Plan having taken that role from Cambridgeshire County Council. In terms of the EV agenda this is important at a strategic level because:

- The LTP sets out investment and policy priorities for the local strategic road network.
- It identifies long term investment priorities for public transport.
- This includes proposals for a Cambridge Autonomous Metro (CAM) envisaged to be an electrified public mass transit system

Bus Services Review

- The Combined Authority is currently reviewing the regulation and provision of bus services
- The CA has the powers to instigate bus franchising or quality bus contracting in the future which could set the standards for future operations
- This could include emissions standards and potentially an EV standard for buses



16. Stakeholder Central Government—Office For Low Emission Vehicles

Central Government is playing a supportive role in enabling the vehicle market to transition to Electric Vehicles.

Through the creation of the Office For Low Emission Vehicles in 2009 the government has progressively invested in the EV sector from supporting research and development and manufacturing to the direct subsidy of both vehicle purchase and charge points and capital investment in key sectors such as EV Taxis and battery research. It provides independent advice on the market availability of vehicles and charging equipment.

The Office for Low Emission Vehicles (OLEV) is a team working across government to support the early market for ultra-low emission vehicles (ULEV). They are providing over £900 million to position the UK at the global forefront of ULEV development, manufacture and use. This will contribute to economic growth and will help reduce greenhouse gas emissions and air pollution on our roads.

OLEV is the main distributor of capital support, through local authority competitions for charge point infrastructure in areas not currently supported by commercial markets. It also is directly subsidising both the commercial and private purchase of Electric vehicles



Grant Schemes

OLEV is currently operating a number of grant and subsidy schemes including:

- Domestic charge points grant (up to £500)
- On street charging grant (up to 75% of the cost)
- Workplace charging grant for employers
- Private (£3500 discount) and commercial (£8000 discount) electric vehicle subsidies
- Details of current grant schemes are set out in [appendix i](#)

Information

- Under the Go Ultra Low brand consumers and fleet managers can access up to date information on Electric vehicles
- www.goultralow.com
- It includes an interactive EV Car Selector
- Information on cost savings including an interactive journey cost calculator
- Owning an EV
- Available grants
- Charging and range
- Types and technologies for ultra low emission vehicles
- Business and fleet information

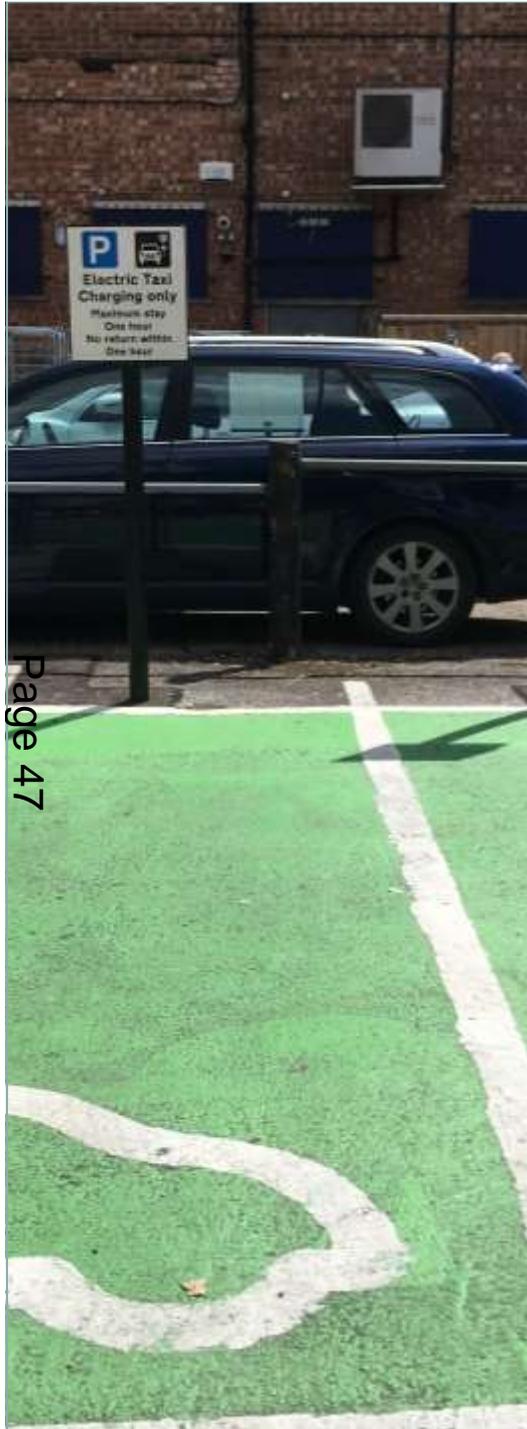
Consultations

- OLEV runs consultations on new standards and regulations
- It is looking to mandate chargepoint provision in new developments through the Building regulations.

Standards

- Minimum standards for grant funded, domestic chargers have been introduced
- A comprehensive set of technical and data collection requirements have been set out for grant funded public charging infrastructure.





Key Contact:

Office for Low Emission Vehicles:

<https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>

17. Legislation

The Seriousness with which central government is pursuing the transition to Electric vehicles is evidenced across numerous initiatives and by the passing of relevant legislation.

The Cross Departmental Office for Low Emission Vehicles (OLEV) is implementing legislation on a number of fronts:

Setting out minimum standards for charge point infrastructure they are prepared to fund;

Looking at regulations on access and payment for charging services ;

Approved Electric Vehicle dealerships and;

Consulting on changes to building regulations to ensure all new developments are supporting the transition to EV

AUTOMATED AND ELECTRIC VEHICLES ACT 2018 (PART 2)

Electric Vehicles

Since 2009 UK governments of all parties have sought to provide a framework in which electric vehicles, or 'ultra low emission vehicles' (ULEVs) can grow. The decarbonisation of both private cars and goods and passenger carrying vehicles is seen as critical to helping the UK achieve its climate change obligations and to improving air quality, particularly in cities such as London.

The measures in the Act are intended to help deliver the aim in the commitment for almost every car and van to be a zero emission vehicle by 2050. Taken together, the powers would allow Government to regulate if necessary in the coming years, to improve the consumer experience of electric vehicle charging infrastructure, to ensure provision at key strategic locations like Motorway Service Areas (MSAs), and to require that charge points have 'smart' capability.

The legislation is in essence a framework to give relevant departments the ability to introduce regulations to ensure infrastructure support and good standards for electric vehicles and chargers an example of this is the proposed changes to Building Regulations.

<http://www.legislation.gov.uk/ukpga/2018/18/contents/enacted>

BUILDING REGULATION CONSULTATION

Government are proposing to alter building regulations for new:

- residential buildings to include requirements for electric vehicle charge points
- non-residential buildings to include requirements for electric vehicle charge point infrastructure
- introduce requirement for existing non-residential buildings to have electric vehicle charge points

A new build charge point installation costs on average less than £1000 per property, whilst retrofit is closer to £2000.

<https://www.gov.uk/government/consultations/electric-vehicle-chargepoints-in-residential-and-non-residential-buildings>



Dedicated street post charger



18. Stakeholder—

UK Power Networks (UKPN)

UKPN is the local Distribution Network Operator (DNO) for the East of England. It owns and maintains electricity cables and lines across London, the South East and East of England. It maintains and upgrades power equipment, move and connect new electricity cables.

To deliver the transition to EV at scale UKPN are a critical partner for ensuring that charging infrastructure is supported and delivered in the right places

Cambridge City Council works closely with UKPN through its Critical Friends Panel alongside our County Council colleagues at the Energy Investment Unit to ensure relevant connection constraints are identified and managed.

UK Power networks are active in developing their service to cope with the electrification of transport and have published relevant information:

<https://www.ukpowernetworks.co.uk/internet/en/about-us/documents/Future-Smart-What-our-stakeholders-said.pdf>

Connections

- All charge points require an adequate electricity supply, demand can vary considerably depending on the power output required
- For public charging on street and rapid chargers over 22kw a new direct connection to the local network is likely required by the statutory undertaker (Usually UKPN in Cambridge).
- Local capacity is often a constraint and can render a location impossible or economically unviable.
- UKPN are able to advise on the detail of their network for EV Charge point connections

19. Stakeholder—

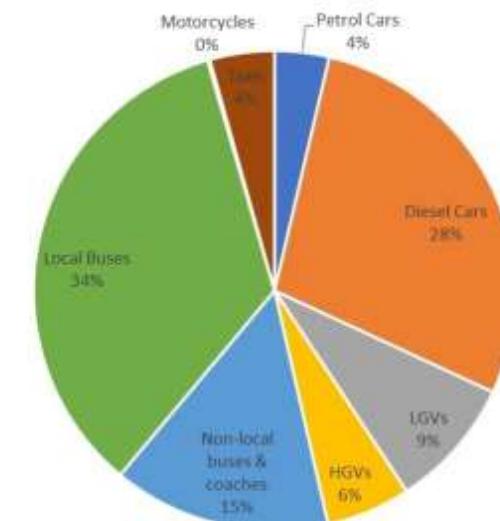
Bus operators

.Buses are the primary form of public transport in Cambridge and the current operating fleet is 100% diesel internal combustion engine powered.

- In Cambridge city centre buses are the largest single local source of oxides of Nitrogen (NO₂) and with plans to improve and enhance bus service, frequencies and the number of routes.
- Greater Cambridge Partnership forecast that 100% increase in the bus operations will be required to alleviate congestion in Cambridge and accommodate the growth in employment, housing and associated travel.
- As big emitters of both carbon and pollutants electrification of the bus fleet is a priority identified in the Cambridge City Council Air Quality Action Plan

Stage Coach East

- Currently operates the majority of bus services for Cambridge
- Has in the past made significant investments in new bus technology to improved air quality in the City by running a modern fleet of Euro IV, V and VI standard diesel buses
- Stagecoach will need to accelerate uptake of low and zero emission bus technologies to maintain and improve the air quality as the City and its bus services grow.
- Greater Cambridge Partnership and Stagecoach are currently running a trial of a fully Electric bus and a Hybrid drive bus on their no. 6 route



Source: apportionment of road traffic NOx emissions in 2017 inside the inner ring road, Cambridge 2017

Performance indicators and Monitoring

The success of the four main aims will be assessed on a project by project basis using the following headline criteria:

Aim 1—To identify sources of funding to develop and install EV Charging infrastructure and where appropriate pursue that funding.

Metric: Amount of external funding applied for (reported annually)

Aim 2—To robustly consider EV as a preference for all City Council fleet replacement and new vehicle purchase where appropriate vehicles are available and meet our operational needs.

Metric: Number of EV fleet vehicles purchased (reported Annually)

Aim 3 For the City Council to develop a commercial project to deliver charge points in our car parks in the short term and wider property holdings in the medium term.

Metric: a. Contract let for EV infrastructure (End of financial year 2020/2021)

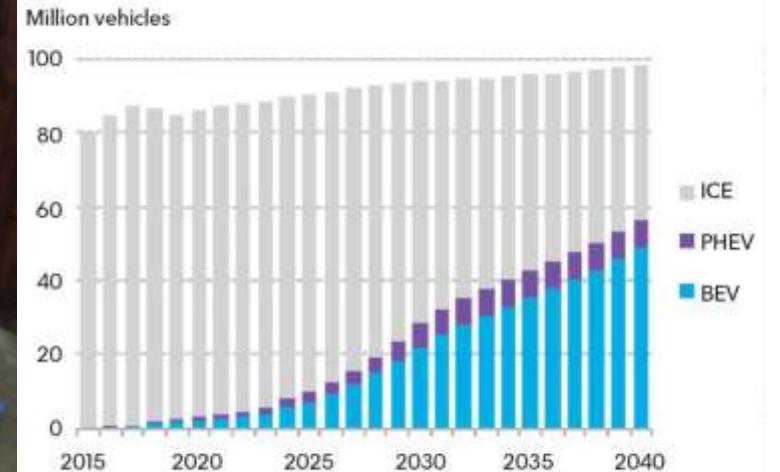
b. Number of car park spaces with access to a charger (reported Annually)

Aim 4 -To promote funding opportunities and provide support for partner organisations to deliver EV charging infrastructure where they are the most appropriate lead

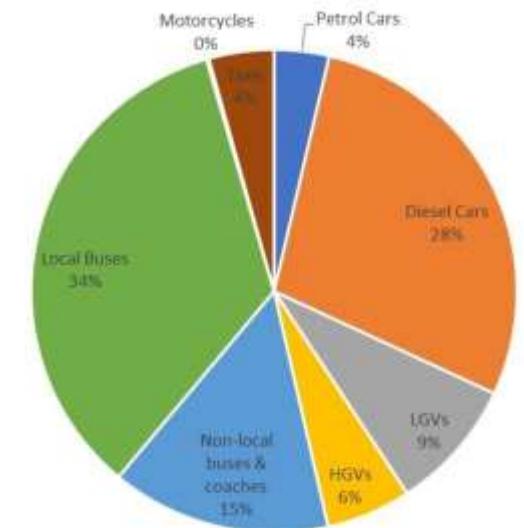
Metric: Number of charge points provided by partner organisations.



Global long-term passenger vehicle sales by drivetrain



Source: BloombergNEF



Source: apportionment of road traffic NOx emissions in 2017 inside the inner ring road, Cambridge 2017

Links And Appendices

OLEV Grant / Subsidy schemes — <https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles>

- i. Electric Vehicle home charge Scheme— <https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles#electric-vehicle-homecharge-scheme>
- ii. Workplace Charging Scheme—<https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles#workplace-charging-scheme>
- iii. On Street Residential Charge point Scheme - <https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints>

- i. Guide to Domestic Charge Points
- ii. Example Planning Conditions to support EV



Clean Air Zone City Council Policy Position

To:

Councillor Rosy Moore, Executive Councillor for Climate Change,
Environment and City Centre
Environment & Community Scrutiny Committee 03/10/19

Report by:

Joel Carré

Tel: 01223 - 459201 Email: joel.carre@cambridge.gov.uk

Wards affected:

All

Key Decision

1. Executive Summary

- 1.1. The report set out below aims to acknowledge the work done to date and to reiterate the City Councils on-going support for a significant transport intervention to cut road traffic emissions and improve air quality.
- 1.2. In acknowledging the findings of the Greater Cambridge partnership (GCP) funded Clean Air Zone Feasibility Study, delivered by the City Council in February 2019, the Council seeks to reinforce the key findings and recommendations.
- 1.3. Officers would like note the importance of the on-going independent Citizens' Assembly organised to help inform any transport interventions to be taken forward by the GCP.
- 1.4. The combination of a significant technical evidence base supporting an intervention to curb road traffic emissions and a robust independent, representative view of potential interventions from the Citizens' Assembly should lead to a comprehensive proposal for a package of measures to be considered by the GCP board in December 2019.

- 1.5. The City Council will work with the GCP to support such a package of measures to include actions to significantly improve air quality in the City for the medium and long term.
- 1.6. The City council also notes the recent public commitment by all the UK major bus operators to '*Only purchase next generation ultra-low or zero emissions buses from 2025 (but starting this process by 2023 in some urban areas)*'.(see background papers)

2. Recommendations

The Executive Councillor for Climate Change, Environment and City Centre is recommended to:

2.1 support the contents of the Cambridge Clean Air Zone (CAZ) feasibility study and its key finding that:

'Without intervention and with the expected doubling of the bus fleet, there is a risk that the air quality in Cambridge will not improve over the next decade.'

2.2 support the key recommendations of the CAZ feasibility study, namely,

- Without intervention and with the expected doubling of the bus fleet, there is a risk that the air quality in Cambridge will not improve over the next decade. Air pollution accounts for 106 deaths each year in Cambridge and South Cambridgeshire.
- The most effective interventions are those focussed on improving the whole bus fleet to cleaner vehicles through a charging Clean Air Zone 'Class A' (all buses and coaches to be Euro 6, diesel taxis to be Euro 6 and petrol taxis to be Euro 4). This would deliver compliance with the limit value for Nitrogen Dioxide (NO₂) across most of the city in 2021.
- The most effective intervention to improve air quality and protect public health **in the long term** is a charging 'Class D' Clean Air Zone which includes all vehicles. Improvement in the bus fleet should be a priority due to their large contribution to emissions. It is recommended that focus is given to improvement in the vehicle fleet within the city centre

area by 2021. It is expected that the implementation of a Clean Air Zone would take approximately 18 months.

- By 2031, reductions in concentrations across the whole of Cambridge will bring further public health benefits. Introducing a more ambitious charging CAZ (including light goods vehicles, buses and coaches to be 'Zero Emission Vehicles (ZEV) or ' Ultra Low Emission Vehicles (ULEV)) is predicted to reduce NO₂ levels to below 80% of the air quality objectives across Cambridge; it is recommended that this option is pursued.

3. Background

- 3.1. Cambridge City Council Environment and Quality team (EQG) have been working with Greater Cambridge Partnership (GCP) colleagues to provide an evidence base for an air quality road transport intervention.
- 3.2. EQG have specified, procured and delivered a 'Clean Air Zone Feasibility Study' on behalf of the GCP which was published as part of the GCP 'Choices for Better Journey's' engagement in February 2019. (See Background papers)
- 3.3. The report set out the types of interventions required to ensure short and medium term compliance with national air quality objectives in Cambridge under a number of forecast scenarios.
- 3.4. The feasibility study sets out a number of key recommendations supporting the key findings.
- 3.5. The feasibility study includes a number of key assumptions on bus journey growth and traffic demand management;
- 3.6. It is limited to interventions based around government guidance on the implementation of Clean Air Zones.
- 3.7. The feasibility study will form part of the evidence base informing future city access transport interventions promoted by the GCP alongside the outcome of the on-going GCP Citizens' Assembly.

3.8. Work on air quality by the City Council in partnership with the GCP will continue to inform and assess any proposed package of interventions to be considered following the outcome of the on-going Citizens' Assembly to ensure that interventions are evidence based and will deliver the requisite benefits for the City's Air Quality.

3.9. The City Council will await the outcome of the Citizens' Assembly and take account of its recommendations together with the findings of the feasibility study. This will inform support for a package of measures to improve the City's air quality to be developed in partnership with the GCP to be considered at the GCP Executive Board meeting in December 2019.

4. Implications

a) Financial Implications

None

b) Staffing Implications

None

c) Equality and Poverty Implications

None

d) Environmental Implications

None

e) Procurement Implications

None

f) Community Safety Implications

None

g) Consultation and communication considerations

None

5. Background papers

Cambridge Clean Air Zone feasibility study:

https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/choices-for-better-journeys/Cambridge_CAZ_Final_Report_optimised_web.pdf

The Confederation of passenger transport (CPT) – moving forward Together:

<http://www.movingforwardtogether.uk/media/1132/movingforwardtogether-3.pdf>

6. Appendices

None.

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact Jo Dicks, Environmental Quality & Growth Manager, tel: 01223 - 457892, email: jo.dicks@cambridge.gov.uk.

This page is intentionally left blank

Item

ANNUAL CLIMATE CHANGE STRATEGY, CARBON MANAGEMENT PLAN AND CLIMATE CHANGE FUND UPDATE REPORT

To:

Councillor Rosy Moore, Executive Councillor for Climate Change,
Environment and City Centre

Environment and Community Scrutiny Committee 03/10/2019

Report by:

Janet Fogg, Climate Change Officer and David Kidston, Strategy and
Partnerships Manager

Tel: 01223 457143, Email: david.kidston@cambridge.gov.uk

Wards affected:

Abbey, Arbury, Castle, Cherry Hinton, Coleridge, East Chesterton, King's
Hedges, Market, Newnham, Petersfield, Queen Edith's, Romsey,

Not a Key Decision

1. Executive Summary

1.1 This report provides an update on progress during 2018/19 on actions to deliver the five objectives of the City Council's Climate Change Strategy 2016-21. As part of this, the report includes an update on progress in implementing the Council's Carbon Management Plan which details the actions the Council will take to reduce carbon emissions from its estate and operations.

1.2 The report also provides an update on:

- The current position of the Climate Change Fund, which provides support to projects that help to reduce the Council's own carbon emissions and/or manage climate change risks to Council staff and property.

- The council's Greenhouse Gas Emissions for 2018/19
- A proposed response to Shepreth Wildlife Park's Plastics Pledge

2. Recommendations

The Executive Councillor is recommended to:

1. Note the progress achieved during 2018/19 in implementing the actions in the Climate Change Strategy and Carbon Management Plan.
2. Approve the proposed response to Shepreth Wildlife Park's Plastic Pledge (as set out at Appendix E).

3. Background

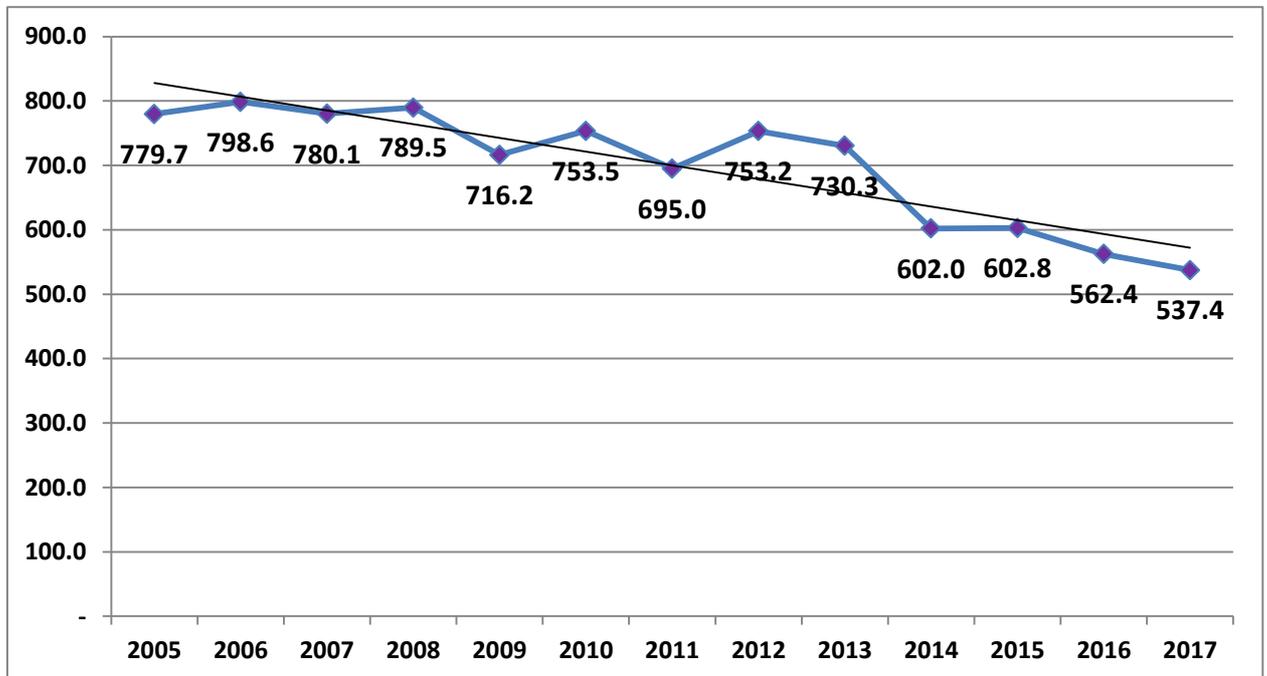
Carbon emissions in Cambridge

- 3.1 In March 2016, the Council set an aspiration for the city of Cambridge to achieve zero carbon status by 2050 in its [Climate Change Strategy 2016-21](#). This timescale is consistent with the recommendations of the UK's independent Committee on Climate Change, and the revised, legally-binding target for the UK to be net zero carbon by 2050 announced by the Government in June 2019.
- 3.2 The aspiration is also consistent with the United Nations (UN) Intergovernmental Panel on Climate Change (IPCC) special report in 2018, which found that in order to limit global temperature increases to 1.5°C "*global net human-caused emissions of carbon dioxide (CO₂) would need to fall by 45% from 2010 levels by 2030, reaching 'net zero' around 2050*"¹.
- 3.3 On 21 February 2019, the Council declared a climate emergency and called on government, industry and regulators to implement the necessary changes to enable Cambridge and the rest of the UK to reach net zero carbon by 2030. The Council will work with residents, business and partners to try to reach net zero carbon in Cambridge as soon as possible.

¹ See: <https://www.un.org/en/sections/issues-depth/climate-change/>

3.4 The latest national carbon dioxide emissions estimates, produced by the Department for Business, Energy and Industrial Strategy (BEIS), show that total emissions in Cambridge have declined steadily over the last 12 years. As shown by the graph below from 2005 to 2017, total emissions from Cambridge reduced by over 31%, from 779.7 ktCO₂ in 2005 to 537.4 ktCO₂ in 2017. The reduction in emissions from Cambridge in recent years has been driven primarily by reduced use of coal in electricity generation and the increased use of renewable sources of energy generation at a national level.

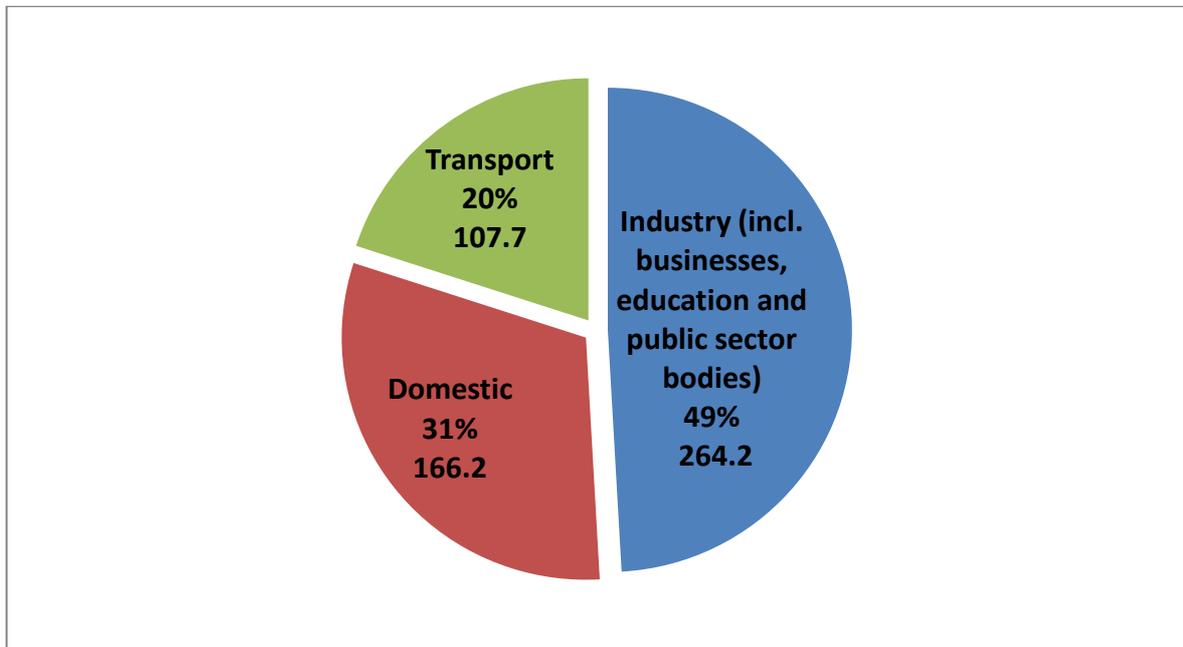
Chart 1: Carbon Emissions in Cambridge 2005-2017 (ktCO₂)



3.5 As shown by the chart on the next page, energy consumption from industrial and commercial properties (including businesses and public sector bodies such as councils, health and education bodies) was the largest source of the city's CO₂ emissions in 2017, accounting for almost half of all the emissions from the city (49%). Industrial and commercial emissions account for a greater proportion of Cambridge's emissions than the UK average (37%). Cambridge City Council was only directly responsible for 1.1% of total carbon emissions in the city, so there is a need for significant action by businesses and other public

organisations in the city, to reduce their emissions if Cambridge is to become zero carbon.

Chart 2: Sources of Carbon Emissions in Cambridge in 2017 (ktCO₂)



- 3.6 The next highest proportion of the city's emissions was from domestic sources (heating and powering homes) at 31%. This suggests that continued action is needed to reduce carbon emissions from homes in the city.
- 3.7 Emissions from transport account for a significant proportion of emissions in Cambridge (20%), which suggests that actions to reduce emissions from transport are key to reducing carbon emissions in the city. However it should be noted that the proportion of emissions from transport in Cambridge is much lower than the UK average of 36%. This is mainly due to the fact that there are few major roads within the local authority area.

Climate Change Strategy

- 3.8 The Council's Climate Change Strategy 2016-21 focusses on reducing carbon emissions from the key sources of emissions in the city set out above (industrial and commercial, domestic and transport sources). It

also sets out actions to help residents and businesses adapt to the impacts of climate change, particularly those who are most vulnerable. The strategy's 5 strategic objectives are:

1. Reducing emissions from the City Council estate and operations
2. Reducing energy consumption and emissions from homes and businesses in Cambridge by promoting energy efficiency measures, sustainable construction, renewable energy sources, and behaviour change
3. Reducing emissions from transport by promoting sustainable transport, reducing car travel and traffic congestion, and encouraging behaviour change
4. Reducing consumption of resources, increasing recycling and reducing waste
5. Supporting Council services, residents and businesses to adapt to the impacts of climate change

3.9 The Council's current Climate Change Strategy covers the period to March 2021. We anticipate revising and refreshing the strategy and action plan during 2020/21.

3.10 The Council is taking a wide range of direct actions which will contribute to reducing emissions in Cambridge through its current strategy. This report provides details of progress on some of the key actions during the third year (2018-2019) of the strategy (see sections 4 to 8 below). Details of progress towards all the 55 actions in the strategy are provided in the 2018/19 Progress Report at:
www.cambridge.gov.uk/climate-change-strategy.

3.11 However, district Councils such as Cambridge City Council have limited direct influence over some of the key sources of emissions set out at 3.5 to 3.7 above. The actions in the Climate Change Strategy focus primarily on the limited areas where the Council delivers services (including managing Council homes, planning, environmental health, and recycling and waste collection), has direct policy control or regulatory powers (e.g. through planning policy, licensing, building control, environmental health regulations), or where external funding

opportunities are currently available (e.g. funding for charging points for electric taxis from the Government's Office for Low Emissions Vehicles).

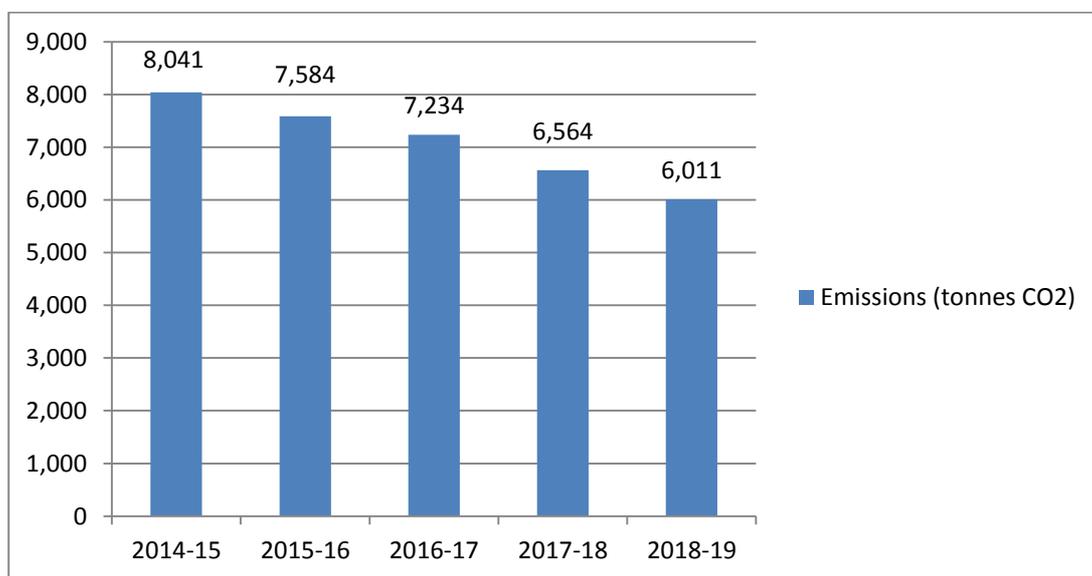
- 3.12 To achieve the zero carbon aspiration for Cambridge, the Council also works in partnership with, and seeks to influence a wide range of organisations in the city that can help reduce carbon emissions. This includes businesses, the Universities, other public sector organisations (including Cambridgeshire County Council, South Cambridgeshire District Council, the Greater Cambridge Partnership, and the Greater Cambridgeshire Combined Authority) and voluntary and community organisations.
- 3.13 For example, the Council has convened meetings of the City Leaders Climate Change Group since July 2017 to bring these partners together to explore how emissions in the city can be reduced. Meetings of the group have focused on themes such as achieving low-energy housing in (November 2017), the circular economy (September 2018), and reducing waste through procurement and the supply chain (February 2019). The October 2019 meeting will focus on how businesses and organisations can help achieve the aspiration for Cambridge to be zero carbon.
- 3.14 The Council has also committed to fund a revised Climate Change Charter, which would provide a series of commitments that local residents and businesses could make to help reduce carbon emissions from the city. During summer 2019, the Council invited local environmental groups to submit tenders to deliver the Charter. It is anticipated that the Charter will be developed and promoted during 2019/20.

Cambridge City Council's carbon emissions and Carbon Management Plan

- 3.15 The Council has set a target to reduce carbon emissions from its buildings and services by 15% by the end of March 2021, with an aspiration to reduce emissions by 20% over this period. We will be revising this target as part of the development of the Council's next Carbon Management Plan for March 2021 onwards.

3.16 The Council is reducing its emissions by investing in carbon reduction projects and rationalising our estate as part of its current Carbon Management Plan (CMP), which covers 2016-2021. Details of carbon reduction projects delivered during 2018/19 are provided in section 4 below, and a table providing further information on these projects is included at Appendix A. Projects that have been installed, are in progress or are to be implemented, subject to further investigation in 2019/20 are set out in Appendix B. Projects that are proposed for installation during 2020/21, subject to further investigation, are set out at Appendix C.

Chart 3. Council's Carbon Emissions (tonnes CO₂)

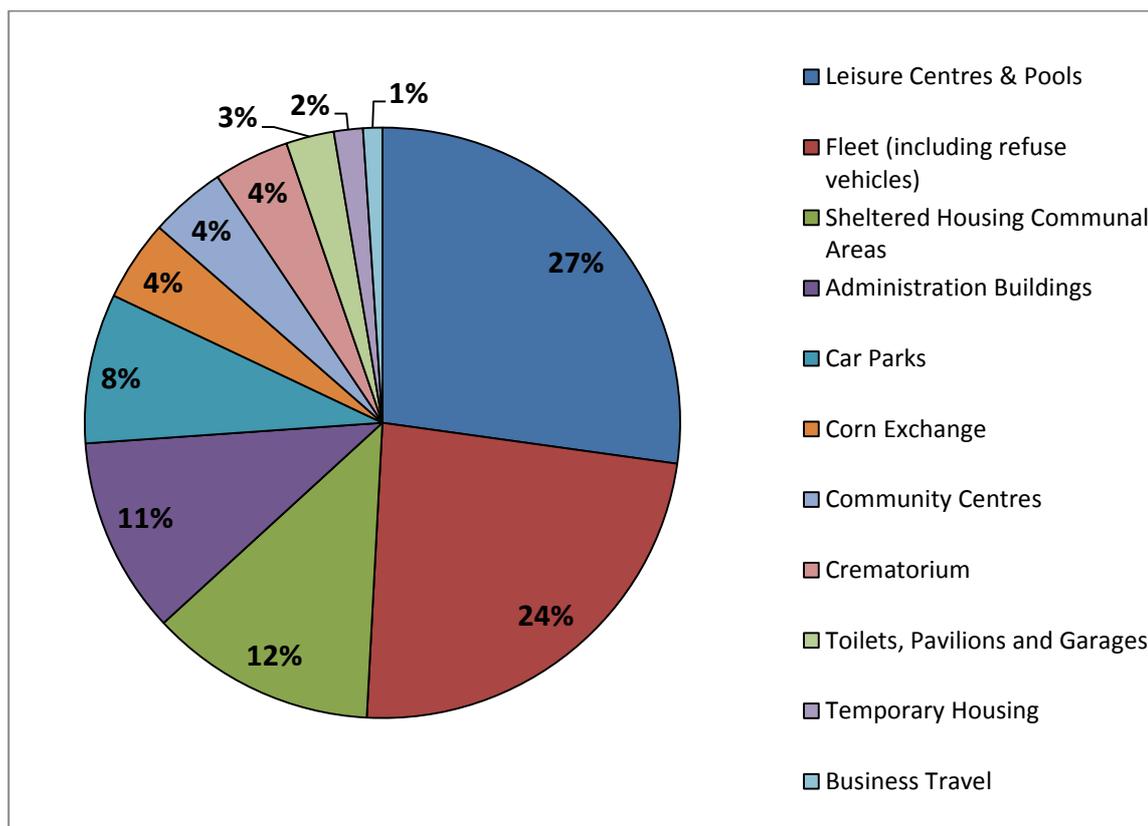


3.17 As shown by the chart above, the Council's greenhouse gas emissions reduced by 8.4% from 2017/18 to 2018/19. Total gross emissions reduced from 6,564 tonnes of carbon dioxide equivalent (tCO₂e) in 2017/18 to 6,011 tCO₂e in 2018/19.

3.18 Overall, the Council's greenhouse gas emissions reduced by 25.2% from 2014/15 (the baseline year for the Carbon Management Plan) to 2018/19. Total gross emissions reduced by 2,030 tCO₂e in this period, from 8,041 tCO₂e in 2014/15 to 6,011 tCO₂e in 2018/19. The 15% target and the 20% aspiration in the Carbon Management Plan have been reached two years ahead of the target date of March 2021.

3.19 The Council's emissions have reduced partly due to the action the Council has taken to implement carbon reduction projects and rationalise its estate, and partly due to decarbonisation of electricity generation at a national level. The shift from coal-fired power stations to renewable energy sources in recent years has reduced the level of carbon emissions associated with each unit of electricity that we use.

Chart 4: Council's Carbon Emissions by Source (tCO₂e) in 2018/19



3.20 As shown by the chart above, in 2018/19 the council's emissions came from a number of different sources. The greatest proportion of emissions come from the Council's 5 swimming pool and leisure facilities (27%), followed by emissions from the council's vehicle fleet (24%), sheltered housing communal areas (12%), offices and administrative buildings (11%), and car parks (8%). Through the Carbon Management Plan, we have targeted investment in carbon and energy reduction projects in the areas of activity which contribute most to the Council's emissions.

Reporting Carbon Emissions

- 3.21 The Council calculates its carbon emissions from its estate and operations, and reports these to Government in our annual Greenhouse Gas report. The report for 2018/19 is available on the Council's website here: www.cambridge.gov.uk/carbon-management-plan.
- 3.22 Since 2016 the council has also reported the council's activities to reduce the council's and the city's emissions and adapt to climate change to [CDP](#) (formerly the Carbon Disclosure Project). CDP run the global disclosure system that enables companies, cities, states and regions to measure and manage their environmental impacts. The Council's 2018 response was awarded a score of B within the 'Management' scoring band. This indicates "an answer that discloses the main risks and impacts of climate change and reports the actions taken to adapt to and reduce these effects. This may be representative of cities that have worked collaboratively with key stakeholders to understand their risks and impacts and now have plans in place to mitigate and adapt".
- 3.23 Cambridge was one of 12 UK cities to report to CDP in 2018, which also included Norwich, Bradford, London, Glasgow, Bournemouth, Cardiff, Leicester, Manchester, Wrexham, Coventry and Southampton. The scores were not reported publically except those who scored A, of which London was the only UK city to achieve this score.

4. Progress in delivering the key actions under Objective 1

Emissions from the Council's estate

- 4.1 Objective 1 of the Climate Change Strategy, 'Reducing emissions from the City Council estate and operations', has been delivered primarily through carbon and energy reduction projects as part of the Council's Carbon Management Plan. The following projects were completed on the Council's estate in 2018/19:

- Mandela House energy efficiency projects: During the refurbishment of the Mandela House offices, a number of energy efficiency measures were installed, including replacing existing lighting with LED lighting and combined motion/light sensors, upgrading the boiler to a condensing boiler, and pipework and valve insulation.
- Guildhall energy efficiency works: A number of energy efficiency and renewable energy generation technologies were progressed at the Guildhall in 2018/19 as part of a single set of works. In 2018/19 a 30kw solar photovoltaic (PV) system was installed and secondary glazing was installed in those rooms which did not already have it.
- Solar PV installations: before the government's Feed In Tariff (FIT) scheme ended in March 2019, solar PV systems were installed at a further 6 Council sites: Mandela House, Parkside Pool, Abbey Leisure Complex, Kings Hedges Pool, and Whitefriars Court sheltered housing scheme. The PV systems will generate renewable energy for use in these buildings, reducing the amount of electricity that the Council needs to buy from the national grid by approximately 156,000 kWh per year. They will reduce the council's carbon emissions by an approximately 48 tonnes of CO₂ every year and save more than £25,000 annually. Any electricity generated by the panels that is not needed in the buildings will be exported to the national grid, generating a further income.
- Waterbeach depot solar PV: a solar PV system was also installed by South Cambridgeshire District Council on the Greater Cambridge Shared Waste Service depot. As the building is a shared service building, the system was 50% match-funded by the city council. The system will generate a saving in electricity consumption for the City Council of 9,560 kWh, an annual saving of approximately £1,500 in energy costs and approximately £800 in income from the Feed-In Tariff.
- Abbey Leisure Complex floodlights: The astroturf floodlights were replaced with energy efficient LED lighting, new control gear and timers to achieve energy savings.

4.2 The projects completed in 2018/19 cost a total of £590,989 and it is

estimated that they will reduce our carbon emissions by 106.5 tCO₂e and deliver on-going annual savings of approximately £39,000 per year.

- 4.3 During 2019/20 so far, a number of carbon reduction projects have been completed on the Council's estate. The communal lighting at Rawlyn Court and Whitefriars sheltered housing schemes has been replaced with LED lighting, and the lighting in the Customer Service Centre has been replaced with LED lighting.
- 4.4 In 2019/20, the Guildhall energy efficiency works have also been further progressed. It is estimated that in total the projects installed at the Guildhall during 2018/19 and 2019/20 will save more than 426,000 kWh of energy and 118 tCO₂ per annum and reduce energy costs by over £27,000 per annum. Since April 2019 the following measures have been installed:
- more than 670 existing light fittings were replaced with low energy LED light fittings and automation;
 - a combined heat and power system (CHP) was installed. The CHP unit uses gas to generate electricity which is used on site. This achieves carbon savings, because gas is currently a lower carbon fuel than electricity. The heat generated through the electricity generation process, which would otherwise be wasted, will also be utilised in the building, reducing the gas consumption of the Guildhall;
 - building automation measures, including a new Building Energy Management System (BEMS), were installed to increase the level of control over the heating systems;
 - mechanical works were undertaken to improve the efficiency of the heating and hot water system; and
 - insulation of pipework and valves was carried out in plant rooms to reduce heat loss
 - the roof covering was replaced and additional insulation was installed.

- 4.5 The Council's contractors are currently developing Investment Grade Proposals (IGP) for potential carbon reduction projects to be delivered during 2019/20 and 2020/21 to further reduce energy consumption at the following sites: crematorium, Corn Exchange, Parkside Pool, Abbey Leisure Complex, Kings Hedges Pool and Cherry Hinton Village Centre
- 4.6 The Council is also working with contractors to develop a feasibility study to upgrade the lighting on housing estates in the city that the council is responsible for maintaining, to low energy LED lighting, including the council's estate street lights (approximately 600) and external communal lights (approximately 3000).

Emissions from the Council's vehicles and business mileage

- 4.7 During 2018/19 a number of measures were taken to reduce carbon emissions from the Council's vehicle fleet and employee travel as part of the Carbon Management Plan and other policies:
- Fleet vehicle replacement: 30 fleet vehicles were replaced with more efficient models at a cost of over £2.4 million. 1 electric panel van was purchased, bringing the total number of electric fleet vehicles to 10. A further 18 Euro 4 panel vans, 2 caged tipper trucks and 9 refuse trucks were replaced with Euro 6 emissions compliant vehicles. It is estimated that these replacement vehicles will reduce our carbon emissions by 30 tCO₂e.
 - Fleet review: The Council is currently carrying out a Fleet Review which will look in detail at the council's vehicle fleet usage. A three-month data collection period commenced in August 2019. It is hoped that ultimately the review will help identify the route to a wholly electric fleet and the timeframe in which this will be achieved.
 - Pool Bikes: To assist staff to travel to meetings and site visits in a sustainable way, 22 pool bikes are now available across the council's main sites for staff to book and borrow. 2 electric bikes were purchased in 2018/19, following the purchase of 2 electric bikes in 2017/18. These bikes are available for use by staff based at the Guildhall, Mandela House and 130 Cowley Road. When used instead of cars and vans for work trips, these bikes will help reduce

our fuel use and emissions, as well as providing health benefits to staff and helping to tackle congestion.

- Car Club Scheme: A new car club contract has been jointly procured by the council and the County Council in a joint tender, led by the city council (see 6.1 below for further details). As part of the scheme, Council staff can use the vehicles to attend meetings or make site visits if a vehicle is required, instead of bringing their own car into the city, reducing congestion and mileage. 75% of the car club vehicles are ultra-low emissions hybrid vehicles. The provider will establish an electric vehicle charging steering group with the aim of providing the infrastructure required to achieve a 100% electric vehicle fleet in the future.

Improvements to Commercial Properties:

- 4.8 The Council has developed a Commercial Property Energy Efficiency Plan, which aims to make all of its commercial property compliant with the Minimum Energy Efficiency Standards (MEES) Regulations. From April 2018, the regulations require that any vacant property that will be let in future must achieve an EPC (Energy Performance Certificate) rating of band E or better. From 1 April 2023, landlords must not continue letting a non-domestic property which is already let if it has an EPC (Energy Performance Certificate) rating below band E.
- 4.9 EPCs for each commercial property include a benchmark rating for typical existing stock. The council has a costed plan to achieve at least the benchmarked rating for every Council-owned commercial property that has an EPC. There are currently 114 properties that do not have an EPC. The Council has instructed assessors to complete 73 draft certificates by October 2019, with the remainder to be completed by early 2020 to inform upgrades as part of the Energy Efficiency Plan.

Additional Council carbon reduction actions

- 4.10 Other actions taken to improve the sustainability of the council during 2018/19 included:

- Since October 2016 the council has had a 100% green tariff from 100% renewable sources (solar, wind and hydro/wave energy) for all its electricity supplies.
- All budget bids and capital projects are rated as to their positive or negative impact on mitigation of and adaptation to climate change to help inform decision-making.
- All Council services were invited to put forward carbon saving ideas for the Council or their service area.

5. Progress in delivering the key actions under Objective 2

5.1 The Council has assisted residents and businesses to reduce their carbon emissions through a range of measures in 2018/19 to improve the energy efficiency of existing homes in the City, including:

- Making energy efficiency improvements to Council homes. The number of City Council properties with an energy efficiency rating of C or above has increased from 1,651 in 2016/17 to 1,977 properties in 2018/19. The current average EPC score across all properties is 71 (a C rating). This rating is higher than the average for all domestic properties, which is 60 (a D rating).
- Helping 228 households to install energy or water saving measures in 2018/19. 81 home visits were carried out in this period by the Council's Fuel and Water Poverty Officer.
- Including the Cambridge Sustainable Housing Design Guide (which uses standards which exceed national planning policy guidelines) in the brief and contract for all new City Council housing schemes. During 2018/19 construction started on 132 new City Council-owned homes at a number of different sites across the city, including Uphall Road (Romsey), Nuns Way and Wiles Close (Kings Hedges), Anstey Way (Trumpington), and Mill Road (Petersfield).
- Approving proposals to build 295 new sustainable homes, including 118 new council homes, on the former Ridgeons site off Cromwell Road in Romsey in June 2019. The homes will be built in line with standards in the Cambridge Sustainable Housing Design Guide, incorporating features such as: green roofs; sustainable urban

drainage; denser insulation and wall thickness to minimise heat loss; and photovoltaic panels on roofs of houses and apartments.

- Funding Cambridge Carbon Footprint through the Council's Sustainable City Fund to deliver a range of activities, including: 2 Open Eco Homes days allowing 218 residents to visit 10 homes where carbon reduction measures have been installed; 5 energy saving workshops attended by 131 people; and training 39 people to use thermal imaging equipment at 4 sessions.
- Hosting a training session for small and medium sized businesses (SME) to help them identify energy efficiency opportunities and apply for energy-related grant funding. The workshop was delivered by the Carbon Trust and the Business Energy Efficiency Cambridge and Peterborough (BEECP) programme. Following the event, BEECP awarded a grant of £18,000 to Kelsey Kerridge Sports Centre to replace the main sports hall lighting with LED alternatives.

5.2 The Council has continued to use the opportunities that exist within the current national planning policy framework and building control regulations to mitigate the impacts of new developments on climate change. For example, in 2018/19 and 2019/20:

- The Council adopted a policy on consequential improvements in its 2018 Local Plan, which was implemented in October 2018. Under the policy, any planning applications for extensions to existing homes or the conversion of ancillary residential floor space to living accommodation are required to include cost-effective improvements to the energy efficiency of the existing home (such as cavity wall insulation, loft insulation, upgrading of boilers and heating controls and draft proofing measures) where these have not already been installed.
- The Greater Cambridge Shared Planning Service developed the Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (SPD). Consultation on the SPD took place until 23 September 2019, and it is currently being finalised for adoption. The SPD will help implement climate change and sustainable design and construction policies including in the 2018 Cambridge Local Plan. It sets out the information that should be

submitted with planning applications to demonstrate how schemes meet the Councils requirements.

- 3C Building Control (a partnership between Cambridge, Huntingdon and South Cambridgeshire Councils) provided advice to domestic and commercial applicants on energy efficiency and sustainability requirements in the building control process. To raise awareness of how development can mitigate climate change, the team participated in a number of events in partnership with the University of Cambridge, the Good Homes Alliance and local architects.

6. Progress in delivering the key actions under Objective 3:

6.1 The Council took a number of steps in 2018/19 to improve transport infrastructure, increase the sustainability of transport, and encourage residents to shift to more sustainable modes transport, such as bus travel and cycling. These actions included:

- Installing new rapid electric charging points for taxis using funding from the government's Office for Low Emission Vehicles (OLEV) and a financial contribution from the Council to encourage the take-up of low-emissions electric taxis. 6 charge points have been installed to date (at Adam and Eve Car Park, Arbury Court and Newmarket Road). In total up to 21 rapid charge points will be installed through the project, including the completion of charge points at Castle Hill car park and Eddington in autumn 2019. The conditions of the OLEV grant require that these charging points are to be used by taxis only for the first 3 years, but after this period residents will be able to use the charging points.
- Changing taxi licensing regulations and introducing incentives for taxi operators to encourage the shift from diesel vehicles to low or zero-emission alternatives. Together with the installation of charging points, this has contributed to an increase in the number of fully electric taxis operating in Cambridge from 2 in 2017/18 to 30 in 2018/19. There are now a total of 87 electric (zero emissions) and hybrid (low emission) taxis licenced in the city.

- Developing an Electric Vehicle and Infrastructure Strategy which identifies how the Council and its partners, including Cambridgeshire County Council, can help to increase the number of electric charging points available to the public within the city. As part of this, the Council is currently looking into options to increase the provision of charging points within Council car parks for all electric vehicle users.
- Procuring a new car club scheme jointly with Cambridgeshire County Council, which allows residents to hire vehicles for short periods, reducing the need for private car ownership or for employees to bring their car into the city for work purposes. 75% of the car club vehicles are ultra-low emissions hybrid vehicles and the provider will establish an electric vehicle charging steering group with the aim of providing the infrastructure required to achieve a 100% electric vehicle fleet in the future.
- Undertaking a feasibility study into the development of a Clean Air Zone for Cambridge in partnership with the Greater Cambridge Partnership (GCP). If the scheme was implemented, it would place significant restrictions on the use of diesel buses, taxis, delivery vehicles and private cars within the Zone.
- Increasing cycle parking provision, by providing 55 new stands with 110 parking spaces across a number of sites. This included: 27 new stands and 2 cargo bike parking bays at Queen Anne Terrace car park; a new cycle parking area on East Road; and increased cycle parking provision at Jesus Green Lido to meet demand from increased usage of the pool during warmer months.
- Through our partnership in the GCP, delivering improved cycle routes across the city, such as improvements to Hills Road (including improvements to the Hills Road/Long Road junction), Arbury Road (raised cycle routes), Green End Road (kerb-segregated cycle routes), Fulbourn Road (raised cycle lanes, widened shared use paths and improved crossings), Fen Ditton (improved paths and crossings) and initial work on the Chisholm Trail.
- Installing smart information screens in the reception areas at the Guildhall and Mandela House, which feature live bus and train updates and other travel information, helping staff and customers to plan their journeys and use sustainable modes of transport. The

screens were developed by GCP, Smart Cambridge and the University of Cambridge. There are also existing smart panels at Cambridge Station, the central library, Shire Hall and the City Council's Cowley Road offices.

7. Progress in delivering the key actions under Objective 4:

7.1 The Council delivered or funded a number of activities in 2018/19 to encourage and support residents and businesses to reduce their consumption of resources, increase recycling and reducing waste. These actions include:

- Promoting recycling to residents, including through face-to-face talks and presentations, social media, leaflets and magazines. This campaign by the Greater Cambridge Shared Waste Service has helped to increase the Greater Cambridge recycling rate to over 50% and reduce the amount of recycling contamination by nearly 3%.
- Collecting bulky waste at 15 community days across the city, including 6 in areas of the city with higher levels of deprivation, The bulky waste collected at the community days ranged from 7.14 tonnes collected at Queen Edith's (of which 4.36 tonnes was recycled) to 20.3 tonnes collected at Thorpe Way (of which 6.3 tonnes was recycled). The Shared Waste Service also supports the British Heart Foundation to collect items from students at the end of term and the service will again be working with Arthur Rank Hospice to promote the collection of Christmas trees in January 2019.
- Encouraging local businesses to recycle more of their trade waste and leading the Cambridgeshire and Peterborough Waste Partnership (RECAP) to help resolve current challenges.
- Funding a series of 6 composting workshops across the city through the Council's Sustainable City Fund, which support environmental projects led by voluntary and community groups. Garden Organic delivered the 2 hour workshops, which explained how to compost and informed attendees of available waste collection services.
- Funding Cambridge Carbon Footprint through the Council's Sustainable City Fund to run a series of waste reduction events as

part of their Circular Cambridge project. These included Cambridge's first Sustainable Fashion Festival in November 2018, which was attended by 850 people. Activities at the event included: a sewing repair café, a swish (clothes swap), an upcycling Christmas jumper workshop, styling workshops, a sustainable clothing pop-up market, and a workshop exploring the circular economy and overconsumption.

- Continuing to support the Cambridge Sustainable Food Network to work towards the Sustainable Food Cities Network's Silver Award for Cambridge, including through the adoption of a Sustainable Food Policy Statement for the Council and associated actions in July 2018. During 2018/19 the Council also funded Cambridge Sustainable Food to work with 10 local food businesses and organisations to help them to monitor and reduce their food waste.
- Working with local churches (including Barnwell Baptist Church, Church of the Good Shepherd, Christ the Redeemer, and St Thomas's) to provide a total of 2,737 free lunches for families during the school holidays in city council community centres and local churches. The holiday lunches group have agreed to ensure that wherever possible they: minimise flight and journey miles for vegetables used in the lunches; ensure they have no food waste and distribute any leftovers; and try to reduce use of meat and dairy products and use more vegetable products where possible.

7.2 The Council delivered or funded a number of activities in 2018/19 to encourage and support Council staff, residents and businesses to reduce single-use plastics, including:

- Supporting the national Refill campaign, which promotes use of free drinking water taps to help reduce plastic waste. The council promoted the 100 plus drinking water taps in Cambridge which can be found on the Refill app, including free drinking taps and fountains provided by the Council such as the new drinking water fountain installed at Parkers Piece, the kiosk on Christ's Pieces, the drinking tap at the Market Square, and Cherry Hinton Village Centre.

- Reducing plastics usage at Cambridge Folk Festival. The festival is accredited as an outstanding Greener Festival, and for a number of years the festival has required traders to use bio-degradable consumables (cutlery, cups, straws etc.) and not to offer plastic bags and single serve condiments to customers. Reusable polycarbonate glasses rather than plastic glasses are used at the festival's bars and in 2019 no single use plastic bottles were to be sold or provided to staff/artists on site.
- Reducing plastics usage at the 2019 Big Weekend event by: providing additional drinking water stand pipes for the public; provided free refillable water bottles for the public, staff and artists in partnership with Cambridge Water; using returnable recyclable pint cups and a deposit scheme at the onsite bar; requiring no plastic water bottles to be offered or used backstage; using reusable cable ties, fabric banners, and chalkboard signage; and a marketing campaign to encourage the public to take litter home, and to use refillable water bottles and re-usable coffee cups.
- Funding Cambridge Eco-Living Initiative through the Council's Sustainable City Fund to deliver an event at the Judge Business School focussed on helping local businesses to reduce plastic waste, which was attended by 17 SMEs.
- Removing plastic drinking cups from the Guildhall drinking water fountains and replacing them with glasses for the meeting and committee rooms.
- Making re-usable water bottles available for staff who work externally and do not have regular access to kitchens in the main Council buildings. Staff are encouraged to make use of the free Refill drinking water points in the city to refill their bottles.

7.3 The Council has been approached by Shepreth Wildlife Park to sign the Cambridge Plastic Pledge. A proposed response to the pledge is included at Appendix A for approval. The response details the actions the council has already taken to reduce the use of plastic at question 5, and the further changes it will look to make, at question 8.

8. Progress in delivering the key actions under Objective 5:

8.1 The Council has taken a number of actions in 2018/19 to support Council services, residents and businesses to adapt to the impacts of climate change, including:

- Declaring a biodiversity emergency in May 2019. During 2019/20 the Council will undertake a number of new actions to promote biodiversity, including: making the Council estate, including parks and open spaces more hospitable to a wide range of plants and animals; publishing a Parks Biodiversity Toolkit to encourage community engagement with habitat creation, such as flowering meadows for pollinating insects; and prioritising particular open spaces for protection and enhancement.
- Creating additional perennial meadows at Parkers Piece, Histon Recreation Ground and Arbury Park, which reduce the need for mowing and watering and increase biodiversity in the city's parks and open spaces. The council's annual bedding contract expires in 2019 and will be reverted to perennial or annual flowering meadows.
- Applying the water efficiency policy included in the 2018 Local Plan. 18 new residential schemes have been required to implement water efficiency measures to limit water consumption to 110 litres per person per day. 13 new non-residential schemes have achieved a 40% reduction in water use and 2 non-residential schemes have achieved a 50% reduction in water use.

9. Implications

(a) Financial Implications

Funding for projects included in the Carbon Management Plan comes from a number of different funding sources, including the Council's Climate Change Fund and existing General Fund or Housing Revenue Account (HRA) budgets for delivering services. The Climate Change Fund was established in 2008 to fund measures that will reduce the carbon footprint of the Council's buildings, fleet and services. A total of £1,583,820 has been invested in the Climate Change Fund since 2008/09. This includes a total of £250,000 added to the fund in 2018/19 and £100,000 in 2019/20.

A full break down of all expenditure and savings from the Fund is provided in Appendix (d). This shows that, to the end of 2018/19, a total of 43 projects have been supported by the Fund, representing a total investment of £1,113,854. The balance of the Fund as of March 2019 was £469,966. The projects delivered to date in 2019/20 will result in the use of £299,494 from the Climate Change Fund, leaving a balance of £170,473 as at October 2019.

The actions contained in the wider Climate Change Strategy will be funded through:

- Existing budgets for delivering key services. These fall within the General Fund or the HRA depending on the services involved.
- Government and other external funding sources for climate change initiatives (such as OLEV funding for electric charging points for taxis).

(b) Staffing Implications

Lead officers have been identified for projects in the Climate Change Strategy and Carbon Management Plan who have the capacity to deliver the projects within the stated timescales. The Climate Change Officer co-ordinate the overall delivery of the Climate Change Strategy and Carbon Management Plan, with support from the Environment Policy and Project Group, which is a corporate group that includes many of the lead officers.

(c) Equality and Poverty Implications

An Equalities Impact Assessment (EqIA) of the aims and objectives was carried out when the Climate Change Strategy and the Carbon Management Plan were developed. This did not identify any specific negative impacts, but further Equality Impact Assessments may be undertaken for individual projects. For example, an EQIA was carried out for the Local Plan.

(d) Environmental Implications

The Climate Change Strategy and the Carbon Management Plan will have a high positive impact on the environment by setting out a planned approach to: reducing the Council's carbon emissions; setting high standards for residents, businesses and organisations to reduce their carbon emissions and manage climate risks; and working in partnership with, influencing and learning from other organisations to address the causes and effects of climate change.

(e) Procurement Implications

Recent projects identified in the Carbon Management Plan (including LED lighting installations at the Grand Arcade Car Park and Grafton East Car Park, the Guildhall energy efficiency works and the programme of solar PV installations) have been delivered through the national REFIT framework. The Council has signed access agreements to allow it to make use of the RE-FIT framework specifically designed for energy performance contracting. This allowed us to access Bouygues Group PLC as a contractor to identify and deliver energy efficiency projects. The principle benefit of this arrangement is that Bouygues have guaranteed the energy savings predicted for the projects they have delivered for the Council (subject to the new equipment being managed within defined limits).

(f) Community Safety Implications

The Climate Change Strategy and Carbon Management Plan have minimal impact on Community Safety.

(g) Consultation and communication considerations

Public consultation was carried out on a draft version of the Climate Change Strategy for 13 weeks, starting on 14 October 2015 and finishing on 12 January 2016. The views expressed by respondents to the consultation were taken into consideration in developing the final strategy and were presented to the Executive Councillor and members of the Environment Scrutiny Committee before the Strategy was approved.

6. Background papers

Background papers used in the preparation of this report:

- (a) Cambridge City Council Climate Change Strategy 2016-21
- (b) Cambridge City Council Carbon Management Plan 2016-21

Both documents can be viewed on the Council's website at:

www.cambridge.gov.uk/our-work-towards-a-sustainable-cambridge

7. Appendices

- (a) Details of Carbon Management Plan projects installed in 2018/19

- (b) Details of Carbon Management Plan projects installed, in progress or to be implemented, subject to further investigation, in 2019/20
- (c) Details of Carbon Management Plan projects to be installed/ implemented in 2020/21 subject to further investigation during 2019/20 and 2020/21
- (d) Climate Change Fund expenditure and savings up to August 2019
- (e) Response to Shepreth Wildlife Park's Cambridge Plastic Pledge

8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact David Kidston, Strategy and Partnerships Manager, tel: 01223 457043, email: david.kidston@cambridge.gov.uk

Appendix (a): Details of Carbon Management Plan projects installed in 2018/19

No.	Service Area	Building Type	Project	Scheduled date/ expected month of delivery	Installation/ completion date	Capital cost (£)	Climate Change Fund contribution (£)	Funding contribution from other sources (£)	Estimated annual energy savings (kWh)	Estimated annual carbon savings (tCO ₂)	Estimated annual financial savings (£)	Payback (years)
COMPLETED												
16	Estates & Facilities	Office buildings	Mandela House: Replace existing lighting with LED and combined motion/light sensors.	N/A	April 18	£150,000	£54,544	100,000	52,359.42	24.2	£5,000	30.0
17	Estates & Facilities	Office buildings	Mandela House: Upgrade to condensing boiler and pipework and valve insulation	N/A	April 18	£60,000	£9,000	£51,000	82,604.73	15.4	£2,500	24.0
	Sport & Leisure	Leisure Facility	Abbey Leisure Complex: Replacement of astroturf floodlights with energy efficient LED lighting, new control gear and timers.	N/A	October 2018	£65,560	-	£65,560	42,672.00	15.0	£4,690	14.0
Page 81	Estates & Facilities	Office buildings	Guildhall EE Works: Secondary glazing installed	N/A	December 2018	£29,337	-	£29,337	5,658.67	1.0	£170	172.8
	Sport & Leisure	Leisure Facility	Parkside Pool – 50kW Solar PV Array	N/A	March 2019	£74,450	£74,450	-	47,314	14.5	£6,676	11.2
	Sport & Leisure	Leisure Facility	Abbey Leisure Complex – 30kW Solar PV Array	N/A	March 2019	£47,374	£47,374	-	25,661	7.9	£4,293	11.0
	Sport & Leisure	Leisure Facility	Kings Hedges Pool – 11kW Solar PV Array	N/A	March 2019	£16,902	£16,902	-	7,762	2.4	£1,279.22	13.2
	Commercial Services	Crematorium	Crematorium – 11kW Solar PV Array	N/A	March 2019	£17,983	£17,983	-	7,229	2.2	£1,209.46	14.9
	Estates & Facilities	Sheltered Housing	Whitefriars Court – 20kW Solar PV Array	N/A	March 2019	£31,295	£31,295	-	15,048	4.6	£2,630	11.9
	Estates & Facilities	Offices	Mandela House – 30kW Solar PV Array	N/A	March 2019	£46,708	£46,708	-	28,571	8.8	£4,779.99	9.8
	Shared Waste	Waste Depot	Waterbeach Shared Waste Depot - 30kW Solar PV Array	N/A	March 2019	£18,200	£18,200	-	9,560.50	2.9	£1,457	12.5
2	Estates & Facilities	Office buildings	Guildhall EE Works: Install 30kW solar photovoltaic system	N/A	March 2019	£33,180	£33,180	-	24,450.00	7.5	£4,257	7.8

No.	Service Area	Building Type	Project	Scheduled date/ expected month of delivery	Installation/ completion date	Estimated capital cost (£)	Climate Change Fund contribution (£)	Funding contribution from other sources (£)	Estimated annual energy savings (kWh)	Estimated annual carbon savings (tCO ₂)	Estimated annual financial savings (£)	Payback (years)
	Fleet	Vehicles	Vehicle Fleet: Replacement of fleet vehicles with electric vans and fuel efficient vans and truck. 19 panel vans were replaced in Estates & Facilities. 1 of these was electric. The other 18 Euro 4 vehicles were replaced with Euro 6 emissions compliant vehicles. 9 refuse trucks were replaced in Shared Waste Service (Euro 6). 2 caged tippers were replaced in Streets & Open Spaces.	N/A	March 2019	£2,436,000	-	£2,436,000	N/A	30.0	-	-
TOTALS:						£3,026,989	£349,636	£2,681,897	348,890	136.5	£38,941	

Page 82

Appendix (b): Details of Carbon Management Plan projects installed, in progress or to be implemented, subject to further investigation, in 2019/20												
No.	Service Area	Building Type	Project	Scheduled date/ expected month of delivery	Installation/ completion date	Estimated capital cost (£)	Climate Change Fund contribution (£)	Funding contribution from other sources (£)	Estimated annual energy savings (kWh)	Estimated annual carbon savings (tCO ₂)	Estimated annual financial savings (£)	Payback (years)
COMPLETED												
	Estates & Facilities	Office buildings	Guildhall EE Works: Building automation. Implementation of a number of measures to increase the level of control over the heating systems, including installing a Building Energy Management System (BEMS).	N/A	May 2019	£37,785	£37,785	-	174,497.45	32.5	£5,196	7.3
1	Estates & Facilities	Office buildings	Guildhall EE Works: Replacement of roofing and additional insulation	N/A	May 2019	£100,502	-	£100,502	60,980.00	11.2	£1,765	50.0
14	Estates & Facilities	Office buildings	Guildhall EE Works: Replace more than 670 existing light fittings with low energy LED light fittings and automation	N/A	May 2019	£76,731	£76,731	-	76,528.00	29.4	£8,081	9.5

10	Estates & Facilities	Sheltered Housing	Whitefriars: Replace communal lighting with LED equivalent	N/A	May 2019	£13,753	-	£13,753	13,602	5.17	£1,496.22	5.9
			Rawlyn Court: Replace communal lighting with LED equivalent	N/A	May 2019	£15,468	-	£15,468	9,399	3.58	£1,033.89	10.1
15	Estates & Facilities	Office buildings	Guildhall EE Works: Mechanical works to improve the energy efficiency of the heating and hot water systems.	N/A	June 2019	£46,945	£46,945	-	89,659.00	16.5	£2,496	18.8
	Estates & Facilities	Office buildings	Guildhall EE Works: Insulation of pipework and valves in plant rooms.	N/A	July 2019	£7,778	£7,778	-	24,597.00	4.5	£712	10.9
IN PROGRESS												
	Estates & Facilities	Office buildings	Mandela House Ground Floor: LED lighting upgrade	September 2019	TBC	£29,505	-	£29,505	15,339	5.83	£1,687.26	2.04
	Progress	Currently under installation (August 2019) as part of RE:FIT 3 Phase 1.										
Page 83	Estates & Facilities	Office buildings	Guildhall EE Works: Installation of a Combined Heat and Power (CHP) unit	September 2019	TBC	£64,779	£64,779	-	-23,944.00 (95,560 reduction in electricity, 119,504 increase in gas, lower in carbon emissions)	14.7	£6,631	9.8
	Progress	Will be completed as part of single package of works at the Guildhall procured by the Council through the County-wide RE:FIT 2 framework. Installed and due to be commissioned.										
	Fleet	Vehicles	Vehicle Fleet: Replacement of fleet vehicles with fuel efficient vans and trucks.	TBC	TBC	£662,000	-	£662,000	N/A	TBC	-	-
	Progress	8 vehicles in Estates & Facilities will be replaced with Euro 6 emissions compliant vehicles and plant equipment (tractors etc.) which will be more fuel efficient. 6 vehicles in Streets & Open Spaces will be replaced, including x1 hybrid van. 1 vehicle and 1 truck will be replaced in Shared Waste. 1 further Estates & Facilities van is likely to be replaced with an electric van.										
UNDER INVESTIGATION												
13	Estates & Facilities	Temporary Housing	New Street Hostel: Lighting improvements, including: a) replacing communal lighting with LED equivalent at New Street hostel, b) installing PIR motion sensor controls to hallway lighting at New Street hostel, c) replacing kitchen lighting with LED equivalent at 116	TBC	TBC	£4,000	-	TBC	1,730.89	0.8	£500	0.8

			Chesterton Road									
	Progress	Will be included in the Investment Grade Proposal being prepared by the contractor as part of RE:FIT 3 Phase 2a.										
					TOTALS:	£1,059,247	£234,019	£762,502	442,388	124.3	£29,598	

Appendix (c): Details of Carbon Management Plan projects to be installed/ implemented in 2020/21 subject to further investigation during 2019/20 and 2020/21

No.	Service Area	Building Type	Project	Scheduled date/ expected month of delivery	Installation/ completion date	Estimated capital cost (£)	Climate Change Fund contribution (£)	Funding contribution from other sources (£)	Estimated annual energy savings (kWh)	Estimated annual carbon savings (tCO ₂)	Estimated annual financial savings (£)	Payback (years)
	Sport & Leisure	Leisure Facility	Corn Exchange: Heating (boilers and air plant) and lighting improvements	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
	Progress	Feasibility of possible measures to be investigated as part of RE:FIT 3 Phase 2a Investment Grade Proposal, being carried out by Bouygues in 2019-2020.										
Page 84	Commercial Services	Crematorium	Crematorium: Heating and ventilation improvements/ Building Energy Management System (BEMS), LED lighting, insulation	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
	Progress	Feasibility of possible measures to be investigated as part of RE:FIT 3 Phase 2a Investment Grade Proposal, being carried out by Bouygues in 2019-2020.										
	Sport & Leisure	Leisure Facility	Parkside Pool: Heating, ventilation and lighting improvements	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
	Progress	Feasibility of possible measures to be investigated as part of RE:FIT 3 Phase 2b Investment Grade Proposal, being carried out by Bouygues in 2019-2020.										
	Sport & Leisure	Leisure Facility	Abbey Leisure Complex: Heating, ventilation and lighting improvements	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
	Progress	Feasibility of possible measures to be investigated as part of RE:FIT 3 Phase 2b Investment Grade Proposal, being carried out by Bouygues in 2019-2020.										
	Sport & Leisure	Leisure Facility	Kings Hedges Learner Pool: Heating, ventilation and lighting improvements	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
	Progress	Feasibility of possible measures to be investigated as part of RE:FIT 3 Phase 2b Investment Grade Proposal, being carried out by Bouygues in 2019-2020.										
	Sport & Leisure	Leisure Facility	Cherry Hinton Village Centre: Heating, ventilation and lighting improvements	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
	Progress	Feasibility of possible measures to be investigated as part of RE:FIT 3 Phase 2b Investment Grade Proposal, being carried out by Bouygues in 2019-2020.										

Appendix D - Climate Change Fund expenditure and savings up to August 2019

Year	Project Location and Type	Cost (£)	Estimated Annual Saving (£)	Balance remaining at end year (£):	Additional contribution to Fund (£)
2008/09	Funding Available:	250,000			
	Pilot of Electric Bin Lifts	2,100			
	Chesterton Road Toilet Modernisation	900			
	Corn Exchange Christmas Lighting Lamps	600			
	Arbury Court WC Rainwater Harvesting	2,500			
	Total Spend:	6,100		(243,900)	
2009/10	Romsey Rec Rainwater Harvesting	2,500			
	Energy Audit of Pools & Leisure Centres	3,750			
	Grand Arcade Annex Car Park Fan system	21,700			
	Public Conveniences & Park St Car Park Energy Survey	2,730			
	Community Centres Energy Audits	2,995			
	Corn Exchange LED lighting	2,760			
	Total Spend:	36,435		(207,465)	
2010/11	Watercourses Flood Risk Survey	4,510			(250,000)
	Mill Road water efficiency (1)	36,000			
	Mill Road water efficiency (2)	11,700			
	Replacement boiler - Barnwell House	3,150			
	Guildhall Voltage optimisation	17,960			
	Market Stall LED lighting	1,000			
	Total Spend:	74,320		(383,145)	
2011/12	LED Lighting at the Grand Arcade Annex Car Park	100,000	15,400		(184,770)
	Market Stall LED lighting	12,030	n/a		
	Market Stall LED lighting -Balance Returned to Fund	(12,030)	n/a		
	Tree Canopy Study	10,870	n/a		
	Community Centres energy efficiency measures	9,800	n/a		
	Heat recovery at the Crematorium	11,600	2,600		
	Water and energy saving measures in changing rooms at Parkside Pool	35,000	10,300		
	LED audit of multi-storey car park lighting	5,420	n/a		
	Refund from Power Perfector for Voltage Optimisation at Guildhall	(1,044)	n/a		
	Total Spend:	171,646		(396,269)	
2012/13	LED Lighting at the Grand Arcade Annex Car Park	(5,900)	n/a		(129,050)
	Tree Canopy Study	4,130	n/a		
	LED audit of multi-storey car park lighting	1,080	n/a		
	CM Plan Ref 22: Corn Exchange LED House Lights	25,700	4,500		
	CM Plan Ref 12: Abbey VSD and BMS (38177)	24,650	20,200		
	CM Plan Ref 16: Parkside VSD and BMS	42,640	20,000		
	CM Plan Ref 15: Pool covers for Abbey and Parkside & consequent changes to heating system	23,270	11,400		
	Total Spend:	115,570		(409,749)	
2013/14	CM Plan Ref 17: Voltage Optimisation at Mandela House (capital bid C2736 refers). Including £3,223 of additional IT costs.	21,960	3,800		
	CM Plan Ref 11: Voltage Optimisation at Grafton East Car Park. Including additional £900 for Parkeon to be onsite.	13,921	2,100		
	CM Plan Ref 30: Upgrade to LEDs & lighting controls in Grafton West Car Park	30,000	3,100		
	Voltage Optimisation rebate for Mandela House and Grafton East Car Park	(3,232)	n/a		
	Total Spend:	62,649		(347,100)	
2016/17	Grand Arcade Main Car Park - Replace existing lighting with LED.	189,227	27,300		(120,000)
	Grafton East Car Park - Replace existing lighting with LED.	131,771	18,850		
	Crematorium - Upgrade loft insulation.	1,478	n/a		
	Total Spend:	322,476		(144,624)	
2017/18	Abbey Pools - Adjustments to hot water system to allow excess heat generated to be used	40,000	5,300		(300,000)
	Total Spend:	40,000		(404,624)	
2018/19	Mandela House - Replace existing lighting with LED and combined motion/light sensors.	54,544	5,000		(250,000)
	Mandela House - Upgrade to condensing boiler and pipework and valve insulation	9,000	2,500		

	Guildhall - Building automation. Implementation of a number of measures to increase the level of control over the heating systems, including installing a BEMS.		5,200		
	Guildhall - Replace more than 670 existing light fittings with low energy LED light fittings and automation	202,914	8,100		
	Guildhall - Mechanical works to improve the energy efficiency of the heating and hot water systems.		2,500		
	Guildhall - 30kW solar photovoltaic system		2,600		
	Guildhall - Insulation of pipework and valves in plant rooms.		n/a		
	Waterbeach Shared Waste Depot - 29.7kW solar PV		18,200	1,457	
	Total Spend:	284,658		(369,966)	
2019/20	Parkside Pool – 49.7kW solar PV array	74,450	4,731		(100,000)
	Abbey Pool – 29.7kW solar PV	47,374	2,566		
	Kings Hedges Pool – 8.53kW solar PV	16,902	776		
	Crematorium – 9.45kW solar PV	17,983	723		
	Whitefriars Court – 17.6kW solar PV	31,295	1,505		
	Mandela House – 29.7kW solar PV	46,708	2,857		
	Guildhall - Installation of a Combined Heat and Power (CHP) unit.	64,779	6,600		
	Total Spend:	299,491		(170,473)	

Appendix (e) Response to Shepreth Wildlife Park's Cambridge Plastic Pledge

Cambridge Plastic Pledge

www.swccharity.org/cambridge-plastic-pledge/

We have teamed up with *Visit Cambridge* and *Great Days Out In & Around Cambridge* to bring you the *Cambridge Plastic Pledge*.

Many companies are already taking great steps to help reduce the amount of single-use plastic they use. It is estimated that approximately 12 million tonnes of plastic ends up in our oceans every year harming marine life and everything else up the food chain, including us.

Becoming plastic-free is a difficult task, but making small changes can be achievable, and adding together all these small changes create BIG change. We are asking every business and organisation in Cambridge to just make one small change this year, so we can all become part of the bigger solution to a better planet.

If your company or organisation would like to sign up to the *Cambridge Plastic Pledge* and make just one positive change this year, please visit this link: www.surveymonkey.com/r/TVK2WYZ

Let's make the change today, so our children can have a tomorrow.

Question Title

1. Type of business or organisation

OK

Question Title

2. How concerned are you about plastic in our oceans?

- Extremely concerned
- Very concerned
- Slightly concerned
- Not at all concerned

OK

Question Title

3. Did you know Europeans generate 25m tonnes of plastic waste, but less than 30% is recycled?

- Yes
- No

OK

Question Title

4. Which single-use plastic items does your business / organisation use most of?

- Plastic straws
- Plastic water bottles**
- Coffee cups with plastic lids
- Plastic bags
- Plastic cutlery
- Plastic party cups
- Plastic takeaway containers
- Balloons
- Yoghurt / milk cartons**
- Sellotape**

OK

Question Title

5. What changes have you already made to reduce single-use plastic at work?

- None so far
- Please see my changes below

Estates & Facilities (The service incorporates responsibility for the provision of facilities management services in the council's primary office accommodation buildings and management of the depot): The Facilities Team do not use bubblewrap. Cleaning supplies are purchased in bulk in 5 litre tubs where possible such as hand soap for the dispensers which are refillable.

Main Council Office Buildings: Plastic drinking cups were removed from the Guildhall drinking water fountains in 2019 and replaced with glasses for the meeting and committee rooms and are not provided at City Homes Offices, 130 Cowley Road or Mandela House following its refurbishment.

Outdoor working council staff: Re-useable water bottles for council staff have been made available to those who work externally and do not have regular access to the main sites' kitchens. Staff are encouraged to make use of the over 100 free Refill drinking water points in the city to refill their bottles. The council works to promote the national Refill initiative to residents, businesses and visitors to the city.

Clay Farm Community Centre: Plastic party cups have been replaced with reusable hard plastic beakers which are washed at the end of each day and reused. Glue and sticky putty is used wherever possible instead of sellotape.

Leisure Centres (Provide swimming and sports facilities at Parkside Pool, Kings Hedges Learner Pool, Abbey Leisure Complex, Cherry Hinton Village Centre): Plastic bags previously used for 'goody bags' for sports development events have been replaced with reusable tote bags. Single use plastic cutlery has been removed/reduced wherever possible. The leisure sites sell re-useable coffee cups and offer a discounted hot drink if customers use these or bring their own re-useable cup. Plastic coffee cup lids are not automatically provided and water is available at all the centres for service users to fill their own bottles.

Cambridge Live/ Event Venues (Includes the Corn Exchange, Folk Festival and Big Weekend): Plastic straws are not used in the council's venues. Cambridge Folk Festival is accredited as an outstanding Greener Festival. In terms of plastics at the festival, the following has been in place for a number of years:

- 1. Traders are required to use bio-degradable consumables (cutlery, cups, straws etc.)*
- 2. Traders must not offer single serve condiments*
- 3. Traders must not provide plastic bags to customers*
- 4. No single use plastic bottles to be sold or provided to staff/artists on site – newly implemented in 2019*
- 5. No single use plastic glasses are used at the bars – they are reusable polycarbonate glasses*

Markets: The Charter Market Regs were amended in 2018 to require hot food and drink traders to not use single use plastics to dispense the food and drink that they sell.

Supported Housing (The council's sheltered housing schemes are predominantly for people aged over 60 who wish to carry on living independently but who require some support in order to do so): The service does not use straws or plastic cutlery at their centres, only metal. If there is a point where a resident needed different cutlery (or needed a straw because of problems swallowing for example) they would look for alternative products that do not contain plastic. Plumbed in water coolers are used as opposed to water bottles. Food is delivered to residents in metal/ ceramic dishes, and larger bottles of condiments as opposed to single sachets are used.

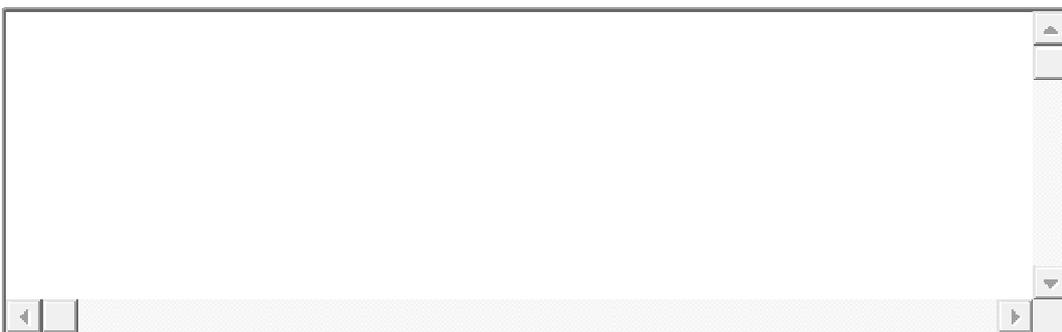


OK

Question Title

6. What brands / companies do you use to supply your business with plastic-free alternatives?

- N/A
- Please see my list below



OK

Question Title

7. Would you like to sign your company / organisation up to the *Cambridge Plastic Pledge*?

We will hold your contact details until 31st December 2019. All contact data will be deleted after this date. If you do not wish to leave your contact details on this survey, but would like to be involved in this pledge, please email us at swcc@sheprethwildlifepark.co.uk

No

Yes, I would like to sign up and will answer Q.8

My company/organisation name and email address is below.

Cambridge City Council. sustainablecity@cambridge.gov.uk

OK

Question Title

8. I promise to make the following change to my business / organisation before 31st December 2019.

- I will replace plastic straws with paper or no straws
- I will replace bottled water for canned or carton water
- I will replace plastic forks, knives and spoons for wooden or similar alternatives
- I will replace Sellotape with masking tape
- I will replace plastic party cups with re-usable cups or cups made from plastic, which can be recycled
- I will replace plastic Bubblewrap with a paper alternative
- I will order supplies in bulk
- I will replace plastic individual portions with large re-fillable alternatives for customer use
- Other (please specify)

The council is committed to reducing its use of single-use plastic and where possible will change to re-usable or biodegradable alternatives.

The council will work with event organisers to reduce or eliminate the use of single use plastics at events on our parks and open spaces and at our venues, including the Corn

Exchange and will explore if the council can further reduce its use of single-use plastic through catering and other contracts.

The leisure provider will look to remove blue overshoes and introduce flip flops that people can keep in their swim kit bags instead of using the blue plastic overshoes which are provided to reduce contamination in the changing rooms and poolside. They are looking to run a trial before the end of the year at Abbey Leisure Complex to look to remove or heavily reduce the use of blue overshoes at the centres.

OK

Question Title

9. I would like to attend the launch of the *Cambridge Plastic Pledge* at Shepreth Wildlife Park and receive a £50 entrance ticket gift voucher as a thank you for my company's / organisation's commitment to the environment.

I would not be able to attend, but would still like to make my pledge and receive my entrance gift voucher

I would love to attend and have listed the names of my two guests below

OK

Question Title

10. Thank you for signing up to the *Cambridge Plastic Pledge*. If you would like to receive the electronic SWCC (Shepreth Wildlife Conservation Charity) *Cambridge Plastic Pledge* information pack, please let us know here.

No thank you

Yes, please email to the address below



Item

Playing Pitch and Indoor Sports Strategies Update

To:

Councillor Anna Smith, Executive Councillor for Communities

Environment & Community Scrutiny Committee 03/10/2019

Report by: Ian Ross, Sport & Recreation Manager

Wards affected:

All

Key Decision

1. Executive Summary

This report provides an update on the Playing Pitch and Indoor Sport Strategies action plans for the City, which were adopted in June 2016.

The strategies include action plans which have been updated to reflect completed works to date, and prioritisation of identified project areas, along with the addition of new opportunities for investment to include Tennis, Bowls, Rowing and Canoeing, to be included for consideration for funding from existing and future S106 Developer Contributions or CIL funding for Outdoor, Indoor and Swimming funds.

2. Recommendations

The Executive Councillor is recommended to:

2.1 Approve the updated project lists in appendices 1 and 2 to for Indoor and Outdoor Sports projects for inclusion into the City's Playing Pitch and Indoor Sport Strategies for potential investment as strategic project areas for use of Indoor and Outdoor S106/CIL Developer Contributions.

2.2 To adopt Tennis and Bowls projects listed in appendices 3 & 4 for inclusion into the indoor sport and playing pitch strategies for potential investment as strategic project areas for use of Indoor and Outdoor S106/CIL Developer contributions.

2.3 To adopt Rowing and Canoeing projects listed in appendix 5 for inclusion into the Playing Pitch Strategy for potential investment as strategic project areas for use of Outdoor S106/CIL Developer contributions.

3.0 Background

What are the Playing Pitch and Indoor Sport Strategies?

3.1 The Council worked with South Cambridgeshire District Council and Sport England to develop two sports strategies to serve existing and new communities in Cambridge and South Cambridgeshire:

- The Playing Pitch Strategy 2015 – 2031 addresses the needs of football, rugby, hockey and cricket and the provision of and need for both grass and artificial pitches.
- The Indoor Sports Facility Strategy 2015-2031 guides future provision of indoor sports halls, swimming pools and cycling facilities

3.2 In line with the National Planning Policy Framework, the strategies assess existing facilities, the future need for sport and active recreation facilities, and opportunities for new provision. The Local Plan has the following Policy sections to protect and enhance Sporting provision in the City;

Policy 68: Open space and recreation provision, requires open space and recreation facilities to be provided through new development and seeks to address the impact of development by taking into account local circumstances.

Policy 73: Community, sports and leisure facilities, explains the criteria that must be met in justifying the loss of any existing facilities and in providing for new or enhanced community, sports or leisure facilities.

3.3 The Playing Pitch Strategy guides future provision of outdoor grass and artificial pitches (for football, hockey, rugby and cricket) to serve existing and new communities in Cambridge and South Cambridgeshire.

3.4 The Indoor Sport Facility Strategy guides future provision of indoor sports halls, swimming pools and cycling facilities to serve existing and new communities in Cambridge and South Cambridgeshire

3.5 The Strategies has been developed in accordance with Sport England's methodology which has involved significant consultation with pitch and facility providers and users as well as the relevant National Governing Bodies.

3.6 Both Strategies provide an action plan of where new provision should be provided on-site and how off-site contributions should be used to support new and improved provision.

3.7 These action plans for each sport also explain what actions should take place and where, to ensure sufficient provision is available to 2031.

3.8 These Strategies are used to help to plan effectively for future sports facility provision, current and future needs, population growth and increased participation levels to 2031.

3.9 The Strategies form part of the evidence base for the plan making process and are a material considerations for decision-making on relevant planning applications, and negotiations for investment for S106 and CIL contributions from Developers.

Funds towards identified projects collected to date

3.10 The Council has as part of the adopted interim process for collection of S106 developer contributions prior to the adoption of CIL for the City, continued to negotiate contributions off developers for identified projects.

3.11 To date the Council has been able to negotiate the following contribution levels into local S106 Agreements for local projects identified within the Strategies;

Indoor Sport allocations of £780,000 towards 13 projects of which over £155,000 has been collected so far;

Outdoor Sport allocations of £1,245,000 for 20 projects of which over £340,000 has been collected so far;

Completed Projects

3.12 Since the adoption of the Strategies numerous projects have been completed by both the Council directly on our own sports portfolio and working with third parties and facility providers to allow funds and grants be awarded to projects to provide new and updated facilities with public access.

3.13 Projects completed noted in the Playing Pitch Strategy are;

- Changing Rooms at Cambridge Rugby Club
- Wilberforce Road Hockey Hub with three floodlit Artificial pitches

- Trumpington Academy 3G Artificial Pitch
- New Tennis Courts at North Cambridge Academy
- Refurbished Tennis Courts at Netherhall Academy
- Histon Road informal kick about area
- Cricket Wicket upgrade on Parkers Piece
- Cherry Hinton Pavilion Upgrade
- Floodlight Upgrade at Abbey Astro turf

3.14 With Works in progress at;

- Wilberforce Road changing room upgrades for the Hockey Hub
- Refurbishing Tennis Courts at Chesterton Academy
- Refurbishing the 3G Pitch at Chesterton Academy
- Replacement and upgrades to floodlights at Cambridge Rugby Club
- Trumpington Academy Grass Pitches
- Nightingale Pavilion replacement and expansion
- Chesterton Pavilion expansion

3.15 New sites achieving planning permission with secured public access are;

St. Mary's School & Homerton College site on Long Road for a;

- Floodlit Sand based Hockey Pitch
- Floodlit 4G rubber crumb pitch for Football and Rugby
- Floodlit Tennis & Netball courts
- Junior grass pitch & running track
- Pavilion

Canoe Club on Sheep's Green – New storage facilities

3.16 The City Council has been working with Cambridgeshire County Football Association for the development of their new Local Football Plan which seeks to identify strategic projects in the district for prioritised investment from the FA and the Football Foundation.

3.17 This plan uses the work the Playing Pitch Strategy is based upon and identifies sites at the Abbey sports complex and North Cambridge Academy for invest in artificial 3G AstroTurf along with Netherhall Academy sites for investment in their grass pitches.

3.18 Projects completed noted in the Indoor Sports Strategy are;

New Gym and Studio at Netherhall Academy

IFI inclusive fitness equipment at Netherhall Academy

New Changing rooms at Kelsey Kerridge

New Gymnastics Centre at North Cambridge Academy

3.19 With Works in progress at;

Abbey Pool for enhancements to the Pool hall and new water features

New Areas for inclusion Playing Pitch Strategy and Indoor Sport Strategy

3.20 Whilst the strategies are based upon Sport England Facilities Planning Models, these models only consider the provision for core sports such as football, hockey, cricket and rugby for outdoor sports along with basketball, badminton and fitness provision for indoor sports.

3.21 Cambridge has a diverse range of other sporting activities and sports provision which also form part of the strategic need for a range of accessible sports across the city. It is proposed that the following sporting projects are now also included within the action plans for future investments for S106 developer contributions and CIL provision as not to limit funds to just core sports, and maintain a full range of sports provision within the City.

3.22 Project areas to be included are;

- Towards the provision and enhancement of both indoors and outdoors Bowls facilities.

- Towards the provision and enhancement for grass and hard court facilities for outdoor Tennis
- Towards the provision and enhancement for Rowing & Canoeing facilities

Updated Action plans

3.23 The following appendices have been updated with all the local facilities and Governing bodies proposed enhancement projects and are presented as the current lists to be used to form part of the evidence base for the plan making process and become material considerations for decision-making on relevant planning applications, and negotiations for investment for S106 and CIL investment from Developers to help provide for future sports facility provision, population growth and increased participation to 2031.

4. Further Information

a) Financial Implications

Spending of current S106 funds would be limited to those funds currently available and collected from Developers in the general locality of the project usually within 1Km of the development.

Future S106 contributions or CIL funds would be allocated to specific projects noted in these Strategies at the time of agreeing the planning permissions and S106 /CIL arrangements for each development.

b) Staffing Implications

There are no staff implications.

c) Equality and Poverty Implications

There is no equality or poverty implications and all projects allow for public access by all users, and discounted price schemes are part of the Community Use Agreements.

EQIAs are submitted as part of the business case approval process for each project coming forward.

d) Environmental Implications

Environmental and energy use issues/solutions are considered as part of the application and project submissions.

As most are third party projects they do not directly impact upon the Council's carbon footprint, but do meet the Council's wider objectives to improve the carbon footprint of the City.

e) Procurement Implications

There are no procurement implications as many of the projects are grant awards to third parties who undertake the procurement and directly manage the delivery of the project on their site.

A Community Use Agreement is normally required to ensure Public Access is maintained.

f) Community Safety Implications

Community safety, health and safety and safeguarding considerations will be incorporated into designs for any new buildings, and hours for public access.

5) Consultation and communication considerations

Public Consultation will be undertaken as part of any planning approval requirements, and local engagement with users and club members will be undertaken.

Background papers

[Playing Pitch Strategy](#)

[Indoor Sport Strategy](#)

[County FA Plan](#)

Appendices

Appendix 1. Outdoor Sports - Playing Pitch Project Lists

Appendix 2. Indoor Sports – Indoor Sport Projects Lists

Appendix 3. Tennis Provision & Project List

Appendix 4. Bowls Provision & Project List

Appendix 5. Rowing & Canoeing Projects

Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Ian Ross, Sport & Recreation Manager,

tel: 01223 - 457000,

email: ian.ross@cambridge.gov.uk

APPENDIX ONE – Outdoor Sports - Playing Pitch Project Lists

NETHERHALL SPORTS CENTRE

Interim S106 Developer Contributions & CIL projects

OUTDOOR SPORT POTENTIAL PROJECTS

Project	Estimated Cost	Contributions to Date
3G pitch Extension Extending the size of the 3G to full size adult pitch	£300,000	
3G Carpet replacement Pitch and resurfacing the 3g pitch with a dynamic 3g carpet or 4G provision.	£70,000	
Floodlit Training Grass area Low level Lux floodlighting to provide floodlit training area/pitches	£30,000	
Floodlit training Grass area Temporary/moveable columns to provide floodlit grass training areas/pitches.	£8,000	
Improvements to the grass pitches playing Improve playing surface with a hard wearing grass seed, and/or introduction of artificial turf grown into the grass, along with improved drainage.	£40,000	
Outdoor Storage Secure lock ups for outdoor equipment storage for clubs and organisations	£6,000	
Maintenance Equipment For improved ground maintenance across the site, to include enable;		
Power sweeping and redressing of the 3G pitch	£10,000	
Better aeration and de-compaction of the grass pitches.	£10,000	
Scrubbing of the hard tarmac MUGA and Tennis courts	£10,000	
Multi Use Games Area – MUGA To add a new multigame area for basketball, five-a-side football, netball, and volleyball.	£40,000	
New Pavilion for outdoor sports New 4 changing room pavilion with community kitchenette/ multi-purpose room and toilets. For use throughout the season by all users of grass outdoor sports pitches, tennis, netball and cricket.	£750,000	
Table Tennis Tables Four new outdoor table tennis table s with reinforced matting surrounds	£4,000	
Grass Pitch Levelling To level out the top playing pitches to grade them to a flat playing surface and add additional drainage and hard wearing grass seeding and reinforced goals mouths.	£140,000	S106 Agreements: £5,335 (TBA) Received: £0

CHESTERTON SPORTS CENTRE

Interim S106 Developer Contributions & CIL projects

OUTDOOR SPORT POTENTIAL PROJECTS

Project	Estimated Cost	Contributions to Date
Maintenance Equipment For improved ground maintenance across the site, to include enable;		
Power sweeping and redressing of the 3G pitch	£10,000	
Better aeration and de-compaction of the grass pitches.	£10,000	
Scrubbing of the hard tarmac MUGA and Tennis courts	£10,000	
Multi Use Area To add a new multiuse area by the side of the tennis courts for a range of fitness classes and physical activities such as boot camps, yoga, Pilates, Tai Chi.	£25,000	
Floodlit Training Grass area On the Chesterton Playing fields site low level Lux floodlighting	£75,000	
Temporary/moveable floodlight columns to provide floodlit grass training areas/pitches	£15,000	
Outdoor Storage Secure lock ups for outdoor equipment storage for clubs and organisations	£6,000	
Playing Surface Improvements On the Chesterton Playing fields site improvements to the grass playing and/or introduction of artificial turf, along with improved drainage.	£18,000	
On the Chesterton Playing field's site improved drainage to the grass. One pitch improved to meet FA club step 7 requirements	£80,000	S106 Agreements: £73,661 Received: £0
3G Pitch upgrade Upgrade shock pad and 3G carpet	£60,000	S106 Contribution: £40,000
Hard Courts Upgrade Renew Tarmac playing surface to Sports Grade tarmac and mark for Tennis and Netball	£45,000	S106 Contribution: £25,000
Artificial Cricket Nets and Wicket - To add on the Chesterton playing fields an artificial Cricket Wicket	£8,000	
To add a minimum of three cricket nets to the Chesterton playing fields site	£50,000	S106 Agreements: £42,000 Received: £0
Athletics Facilities Provision of a 110m Sprint track	£25,000	
Provision of a Long Jump High Jump pits including run up areas	£10,000	
Outdoor Fitness Equipment Provide a range of outdoor fitness equipment around the perimeter of the Chesterton playing fields.	£30,000	

NORTH CAMBRIDGE ACADEMY SPORTS CENTRE

Interim S106 Developer Contributions & CIL projects

OUTDOOR SPORT POTENTIAL PROJECTS

Project	Estimated Cost	Contributions to Date
11 a-side 3G Floodlit pitch Contribution towards an 11 a side 3G floodlit pitch. In partnership with NCA, Football Foundation and Cambs FA	£700,000 £250,000 Contribution	£400,000 secured from Football foundation
Resurface existing MUGA Replacing the surface will enable us to look at new sports that can safely play in the evening. New ventures to include netball and handball clubs	£40,000	
New Pavilion for outdoor sports New 4 changing room pavilion with community kitchenette/multi-purpose room and toilets. For use throughout the season by all users of outdoor sports pitches, Tennis, MUGAs and 3G pitch.	£750,000	
Paddle Tennis Courts Construction of two paddle tennis courts	£50,000	
Table Tennis Tables Four new outdoor table tennis table s with reinforced matting surrounds	£4,000	
Floodlit Training Grass area Low level Lux floodlighting to provide floodlit training area/pitches	£30,000	
Floodlit training Grass area Temporary/moveable columns to provide floodlit grass training areas/pitches.	£8,000	
Improvements to the grass pitches playing Improve playing surface with a hard wearing grass seed, and/or introduction of artificial turf grown into the grass, along with improved drainage.	£40,000	
Maintenance Equipment For improved ground maintenance across the site, to include enable;		
Power sweeping and redressing of the 3G pitch	£10,000	
Better aeration and de-compaction of the grass pitches.	£10,000	
Scrubbing of the hard tarmac MUGA and Tennis courts	£10,000	
Outdoor Storage Secure lock ups for outdoor equipment storage for clubs and organisations	£6,000	
Artificial Cricket Nets and Wicket To improve and upgrade the existing artificial Cricket Wicket	£6,000	
To improve and upgrade the existing cricket nets and add a further two nets	£30,000	S106 Agreements: £10,353 Received: £0

TRUMPINGTON SPORTS CENTRE

Interim S106 Developer Contributions & CIL projects

OUTDOOR SPORT POTENTIAL PROJECTS

Project	Estimated Cost	Contributions to Date
Improvements to the grass pitches playing Improve playing surface with a hard wearing grass seed, and/or introduction of artificial turf grown into the grass, along with improved drainage.	£40,000	
Outdoor Storage Secure lock ups for outdoor equipment storage for clubs and organisations	£6,000	
Floodlit Training Grass area Low level Lux floodlighting to provide floodlit training area/pitches on grass pitches	£30,000	
Floodlit training Grass area Temporary/moveable columns to provide floodlit grass training areas/pitches.	£8,000	
Maintenance Equipment For improved ground maintenance across the site, to include enable;		
Power sweeping and redressing of the 3G pitch	£10,000	
Better aeration and de-compaction of the grass pitches.	£10,000	
Scrubbing of the hard tarmac MUGA and Tennis courts	£10,000	
Table Tennis Tables Four new outdoor table tennis tables with reinforced matting surrounds	£4,000	

ABBEY SPORTS COMPLEX – Coldham’s Common
Interim S106 Developer Contributions & CIL projects

OUTDOOR SPORT POTENTIAL PROJECTS

Project	Estimated Cost	Contributions to Date
Improvements to the grass pitches playing Improve playing surface with a hard wearing grass seed, and/or introduction of artificial turf grown into the grass, along with improved drainage.	£40,000	S106 Agreements: £74,298 Received: £61,386
Low level Lux floodlighting to provide floodlit training area/pitches on grass pitches	£30,000	
Floodlit training Grass area Temporary/moveable columns to provide floodlit grass training areas/pitches.	£8,000	
Baseball Improvements Improvements and upgrade to the Baseball Diamond to include new pitcher’s mound and backstop	£15,000	S106 Agreements: £15,219 Received: £15,219
Outdoor Storage Secure lock ups for outdoor equipment storage for clubs and organisations	£15,000	S106 Agreements: £15,219 Received: £15,219
Astroturf Improvements Upgrade the sand dressed pitch to 3G/4G rubber crumb	£400,000	S106 Agreements: £303,576 Received: £0
Improve and upgrade the floodlighting to the Astroturf	£35,000 COMPLETED	S106 Agreements: £37,891 Received: £35,511

OTHER SITES WITHIN CAMBRIDGE CITY

Interim S106 Developer Contributions & CIL projects

OUTDOOR SPORT POTENTIAL PROJECTS

Project	Estimated Cost	Contributions to Date
Barnwell Road / Dudley Road Provision of a new tarmac tennis court and fencing	£75,000	S106 Agreements: £75,684 Received: £0
Donkey Common Provision of outdoor fitness equipment	£25,000	S106 Agreements: £7,021 Received: £0
Coleridge Recreation Ground Improvements to the grass pitches and upgrade to the Pavilion	£250,000	S106 Agreements: £51,884 Received: £0
St. Matthew's Recreation Ground Provision of outdoor fitness equipment	£25,000	S106 Agreements: £8,092 Received: £0
St. Matthew's School Upgrade to existing artificial playing surface for replacement of the playing surface and upgrades to floodlighting.	£100,000	
Chesterton Recreation Ground Improvements to the grass playing Pitches	£35,000	S106 Agreements: £17,738 Received: £0
Improvements and upgrade to the pavilion	£180,000	S106 Agreements: £177,878 Received: £177,878
Cherry Hinton Recreation Ground Improvements to the grass playing Pitches	£40,000	S106 Agreements: £14,518 Received: £8211
Nightingale Recreation Ground Improvements to the grass playing Pitches	£40,000	S106 Agreements: £4,998 Received: £0
Wilberforce Road – Athletics Track Improvements to the grass training area	£20,000	S106 Agreements: £4,998 Received: £0

APPENDIX TWO – Indoor Sports – Indoor Sport Projects Lists

NETHERHALL SPORTS CENTRE

Interim S106 Developer Contributions & CIL projects

Indoor Sports Potential Projects

Project	Estimated Cost	Contributions to Date
New Floor for the Sports Hall To install a new sports hall floor upgrading the existing floor to an improved playing surface for disabled sports such as basketball, goalball, handball and volleyball.	£125,000	S106 Agreements: £8,339 Received: £0
Scoreboard, PA and displays An electronic scoreboard with Public Address system to cater for indoor sport's such as 5-a-side football, basketball and volleyball.	£8,000	
Gym & Studio Improvements Improve the Gym equipment and Studio Space	£50,000	S106 Agreements: £11,701 Received: £0

CHERRY HINTON VILLAGE CENTRE

Interim S106 Developer Contributions & CIL projects

Indoor Sports Potential Projects

Project	Estimated Cost	Contributions to Date
Scoreboard, PA and displays An electronic scoreboard with Public Address system to cater for indoor sport's such as 5-a-side football, basketball and volleyball	£10,000	
Create new Gym and studio Facilities Add new build to the centre to provide a new gym and studio space, additional multi-purpose room and Foyer office extension	£500,000	S106 Agreements: £16,409 Received: £9,280
Inclusive Fitness Industry (IFI) fitness equipment IFI disability adaptive fitness equipment for the exercise referral gym	£20,000	

CHESTERTON SPORTS CENTRE

Interim S106 Developer Contributions & CIL projects

Indoor Sports Potential Projects

Project	Estimated Cost	Contributions to Date
Public Changing room extension and improvements To extend the current public changing rooms and improve the facilities to meet current modern gym user expectations	£80,000	S106 Agreements: £83,255 Received: £0
New Studio space for Dance and Multi Activities To build a first floor extension for a new dance and multi use studio space on top of the single storey changing rooms adjacent to create a new studio next to the existing dance studio.	£150,000	
Extend the current public Gym To extend the current gym footprint and build out the front of the sports centre to increase the size and capacity of the gym, and allow segregation of the some of the gym equipment and facilities for both use by the school and the public at the same time, and be able to programme other activities such as ladies only and BAME sessions.	£175,000	
Improvements for the School Sports Hall Floor Improved playing surface for multi sports and volleyball.	£10,000	
Improvements for the Sports Hall Floor Improved playing surface for multi sports such as handball and volleyball.	£20,000	
Improvements for the Dance Studio Floor Improved sprung floor within the dance studio.	£15,000	
Changes to the Pool tank and lining To improve the pool tank for increased public usage looking at changes in depth of the pool and improved thermal efficiencies in the pool tank and new lining with lane markings.	£100,000	
Scoreboard, PA and displays An electronic scoreboard with Public Address system to cater for indoor sport's such as 5-a-side football, basketball and volleyball.	£5,000	
Blackout Blinds Provide blackout blinds to Sports Hall & Studio	£25,000	S106 Agreements: £24,420 Received: £0
Construct two new Squash Courts To construct two new squash courts to link into the sports centre facility and sports hall.	£350,000	
Inclusive Fitness Industry (IFI) fitness equipment IFI disability adaptive fitness equipment for the gym	£20,000	

NORTH CAMBRIDGE ACADEMY SPORTS CENTRE

Interim S106 Developer Contributions & CIL projects

Indoor Sports Potential Projects

Project	Estimated Cost	Contributions to Date
New indoor court New court added to the modular construction of the existing sports hall to make it up to a four court sports hall. Site is already laid out to allow for expansion of final court to 4 court hall.	£150,000	
New Floor for the Sports Hal With the addition of an new court to the sports hall to install an new floor throughout upgrading the existing floor to an improved playing surface for multi sports such as handball and volleyball.	£75,000	S106 Agreements: £11,701 Received: £0
Expand Gymnastics Centre Waiting list has exceeded 1,000 children. Room to expand at the side and front of the existing Gymnastics Centre	£200,000	
Inclusive Fitness Industry (IFI) fitness equipment IFI disability adaptive fitness equipment for the gym	£20,000	
Scoreboard, PA and displays An electronic scoreboard with Public Address system to cater for indoor sport's such as 5-a-side football, basketball and volleyball.	£7,000	

TRUMPINGTON SPORTS CENTRE

Interim S106 Developer Contributions & CIL projects

Indoor Sports Potential Projects

Project	Estimated Cost	Contributions to Date
Audio Visual Equipment AV equipment in the Gym to improve the AV and virtual training environment within the Gym.	£20,000	
Inclusive Fitness Industry (IFI) fitness equipment IFI disability adaptive fitness equipment for the gym	£20,000	S106 Agreements: £15,871 Received: £0
Scoreboard, PA and displays An electronic scoreboard with Public Address system to cater for indoor sport's such as 5-a-side football, basketball and volleyball.	£7,000	

ABBEY SPORTS COMPLEX

Interim S106 Developer Contributions & CIL projects

Indoor Sports Potential Projects

Project	Estimated Cost	Contributions to Date
Convert referees room to increase studio space	£150,000	
Relocate Duty Managers office and convert the space to public foyer and café area	£60,000	
Create new indoor sports hall and fit out as a sports hall / urban zone on the overflow car park. Link to main reception	£450,000	S106 Agreements: £356,457.50 Received: £58,487.00
Improve gym and gym equipment		S106 Agreements: £41,324.50 Received: £10,894.50
Audio Visual Equipment AV equipment in the Gym to improve the AV and virtual training environment within the Gym.	£20,000	
Inclusive Fitness Industry (IFI) fitness equipment IFI disability adaptive fitness equipment for the gym	£20,000	

CAMBRIDGE PARKSIDE POOLS

Interim S106 Developer Contributions & CIL projects

Indoor Sports Potential Projects

Project	Estimated Cost	Contributions to Date
Additional gym and exercise facilities at Parkside Pool	£175,000	S106 Agreements: £62,081.00 Received: £0
Convert outdoor first floor training space to Indoor Gym provision	£250,000	
Provide new studio space within the building	£25,000	

KELSEY KERRIDGE SPORTS CENTRE

Interim S106 Developer Contributions & CIL projects

Indoor Sports Potential Projects

Project	Estimated Cost	Contributions to Date
Health Suite increased capacity To add a steam room into the existing health suite area for public use and for improvements to general gym membership packages.	£30,000	
Public Changing room extension and improvements To extend and increase the size the current changing rooms and improve the facilities to meet current modern gym user expectations.	£150,000	
Increase the current Outlooks Gym footprint To convert the studio space within the gym to bring the space into usage and increase the footprint for more cardio and resistance gym equipment.	£75,000	S106 Agreements: £76,137 Received £0
Conversion of Fenner's Gallery To convert Fenner's Gallery into three multi use rooms with dividing screens and partitions so the whole room can still be used or sub divided.	£150,000	
Potential use as a martial arts area for Karate and Judo training, with the other two studio spaces used for large group exercise classes and activities.		
Enhanced heating ventilation, sound proofing and PA music systems.		
Update and improve the existing Squash Courts To update and improve the existing four squash courts to improve lighting heating and ventilation, new glass doors, improved flooring and markings and improvements to the spectators viewing gallery.	£35,000	
New Multi activity/ studio room To bring into use, a void above the rest area/ vending café to be used as a studio space for low impact physical activities and class based exercises.	£140,000	
Improvements for the Sports Hall Floor Improved playing surface for multi sports such as handball and volleyball.	£80,000	
Inclusive Fitness Industry (IFI) fitness equipment IFI disability adaptive fitness equipment for the gym.	£25,000	

<p>Bouldering Facility Extension Convert the multipurpose room adjoining the climbing bouldering room to link into the existing climbing and bouldering facility and expand the climbing bouldering offer or kit out as training room for strength and agility for use in bouldering.</p>	<p>£75,000</p>	<p>S106 Agreements: £76,095 Received: £76,095</p>
<p>Scoreboard, PA and displays An electronic scoreboard/s with Public Address system to cater for indoor sports such as 5-a-side football, basketball, badminton, handball and volleyball.</p>	<p>£20,000</p>	
<p>New mobile spectator seating To provide a mobile 9 level seating unit to replace and update the fixed spectator bleacher seating used for public events and competitions.</p>	<p>£100,000</p>	

APPENDIX THREE – Tennis Provision & Project List

Site Proforma Assessments to be added to the Playing Pitch Strategy and Protect, Enhance, and Provide recommendations adopted.

TENNIS COURT PROVISION – ALL Sites to

PROTECT	Protect current sites or mitigate any proposed development by provision of equivalent new hard courts or grass facilities.
----------------	--

Tennis Court Potential Projects

Location	Project	Contributions to Date
Barnwell Road / Dudley Road	Provision of a new tarmac tennis court and fencing	£75,000 S106 Agreements: £75,684 Received: £0
Barnwell Road	Upgrade existing Tennis court playing surface to new sports court and perimeter fencing.	
Indoor Courts	Work with the LTA to identify a new indoor tennis hub	

APPENDIX FOUR – Bowls Provision & Project List
Interim S106 Developer Contributions & CIL projects

Site Proforma Assessments to be added to the Playing Pitch Strategy and Protect, Enhance, and Provide recommendations adopted.

BOWLS PROVISION – ALL Sites to

PROTECT	Protect current sites or mitigate any proposed development by provision of equivalent number of new grass rinks with supporting pavilion facilities.
----------------	--

Bowls Club Potential Projects

LOCATION	Investment Opportunities
Alexandra Gardens	Update Pavilion facilities Boundary treatment and gated access improvements
Barnwell Bowls	Updated Pavilion facilities to include an extension for changing room provision. Heating and communal space improvements to allow for some club activities to take place over the winter months. More secure boundary treatment and gated access improvements to prevent vandalism.
Chesterton Outdoor Bowls	Heating and communal space improvements to allow for some club activities to take place over the winter months. Improve changing room and toilet facilities Upgraded security
Christ's Pieces	Updated Pavilion facilities New pedestrian access to the facilities Increased perimeter fence heights to prevent unauthorised access
Coleridge Rec	Water irrigation system replacement Additional storage is required for both the Bowls and Football users Extension to provide larger changing rooms Upgraded flooring to help cleaning and maintenance during football usage
King George V Rec	Perimeter path and gated access improvements New patio for summer social events
Lammas Land	Updated Pavilion facilities Better access between the pavilion and grass rink

APPENDIX FIVE – Rowing & Canoeing Projects
Interim S106 Developer Contributions & CIL projects

Rowing Potential Projects

Project	Estimated Cost
City of Cambridge Rowing Club seek S106 funding for the improvements and upgrades to their boathouse on Kimberley Road. Improvements would be available for wider community use.	£100,000

Canoeing Potential Projects

Project	Estimated Cost
Cambridge Canoe Club seek S106 funding for the improvements and upgrades to their Canoe Storage facilities on Sheep's Green to the designs approved by planning application 18/2011/FUL. This would remove the temporary containers storage containers currently located on site. Improvements would be available for wider community use.	£200,000 For a £125,000 contribution



Item

PUBLIC ART COMMISSIONING

To:

Councillor Anna Smith, Executive Councillor for Communities
Environment and Community Scrutiny Committee – 3/10/2019

Report by:

Alistair Wilson, Streets and Open Space - Development Manager
Tel: 01223 458514; Email: alistair.wilson@cambridge.gov.uk

Wards affected: All

Key Decision

1. Executive Summary

1.1 Over the last couple of years, public art reports to this Committee have taken a two-pronged approach, focussed on the following:

- Developing a Public Art Strategy, which includes proposing a framework and associated principles new public art commissions; and
- Bringing forward a few public art commissions prior to the development of the Public Art Strategy, in order to make effective and timely use of existing time-limited S106 contributions.

1.2 While progress continues to be made on developing the Public Art Strategy, research and advice received from external public art specialists has underlined the need to work closely with the shared Planning Service as it reviews related planning policies. Officers aim to report back on the Strategy in the first half of 2020/21.

- 1.3 In the meantime, this latest report provides updates, which had been scheduled for this committee meeting, including:
- a. The need to commission a public art project in/ around Trumpington ward's boundary with Petersfield and Coleridge to use time-limited, local S106 contributions (see Section 4); and
 - b. The need to take stock of the River Cam public art programme, including progress on the 'artist in residency' project commission (£120,000); and to review the remaining uncommitted £330,000 programme budget allocation (some of which are time-limited S106 contributions) and the need for the budget's de-allocation (see Section 5).
- 1.4 Section 6 then considers other proposals that could be developed ahead of the development of the Public Art Strategy.

2. Recommendations

The Executive Councillor for Communities is recommended to:

- 2.1 Allocate up to £90,000 of S106 public art contributions to develop the 'Art of Play public art project in accordance with the outline brief in appendix A
- 2.2 De-allocate £330,000 of public art S106 contributions currently allocated to the River Cam public art programme;
- 2.2 Instruct officers to develop proposals for the following projects and report back to this Committee in 2020/21, so that the project proposals and associated s106 funding allocations can be considered:
 - a. A public art project in/ around Trumpington ward's boundary with Petersfield and Coleridge, using up to £75,000 of time limited, local s106 contributions (if these cannot be related to the 'Art of Play' public art project);
 - b. A public art project in Romsey ward using time-limited public art S106 contributions that have to be contractually committed during 2023; and

- c. A city-wide urban art project and associated urban art space at Newmarket Road roundabout subway, in accordance with the concept proposal in appendix C.

3. Background

- 3.1 Over recent decades, the Council has mitigated the impact of development by securing public art (previously, through on-site provision by developers or off-site, generic S106 contributions paid to the Council and, now, through planning conditions). An overview of this approach to S106 funding can be found on the Council's S106 web pages. S106 funding has to be used for its intended purpose¹.
- 3.2 Decisions over the use of public art S106 contributions are made by the relevant Executive Councillor (now, within the Communities portfolio). Officers also engage with the Lead Councillor for Public Art.
- 3.3 The S106 (Streets and Open Spaces) report to this Committee in March 2019 listed eight public art commissions and around 30 grant-funded, small public art projects since 2012. In line with the principles set out in the Council's Public Art Strategy SPD 2010, the criteria for the use of public art S106 funding has focused on new and original, high quality public art in Cambridge, which is accessible to the public, involves an artist, engages the community and has a lasting legacy. An important consideration in developing public art proposals has been to identify appropriate locations.
- 3.4 In common with other S106 contribution types, S106 funding availability for public art is running down and is unevenly spread across the city. This uneven distribution reflects differing levels of development from ward-to-ward. Public art S106 contributions have mainly been secured from major developments and the funding from them has tended to be used in two ways. As a rule of thumb:
 - a. half this funding have been made available for **local** public art projects in the same ward (or nearby other projects); while

1. For example, public art contributions have to be used for public art (even if they also fulfil other purposes).

b. the other half² has sometimes been made available for **strategic** projects in the same Area of the city (i.e., North, East, South or West/Central) or for city-wide projects³.

3.5 In this context, and not counting S106 funding already allocated to existing public art projects⁴ (including £330,000 of strategic and local funds allocated to the wider River Cam public art programme), the current availability⁵ of public art S106 funds for local projects is:

Table 1: Current public art availability for local projects⁶

North Area		East Area	
Arbury	£0	Abbey	£8.5k
East Chesterton	£0	Coleridge	£47k
King's Hedges	£3.5k	Petersfield	£6k
West Chesterton	£5k	Romsey	£47k
South Area		West/Central Area	
Cherry Hinton	£24k	Castle	£0
Queen Edith's	£7k	Market	£13k
Trumpington	£47k	Newnham	£0

2. This is sometimes referred to as the 'strategic pot' for public art S106 funding.
3. For public art projects with a city-wide relevance, officers aim to draw on S106 funding from across all four Areas (e.g., 'Cambridge Rules' public art on Parker's Piece, the River Cam artist residency, the Showcase of Queer Arts and the Suffragettes commemorative public art).
4. Table 1 does not include £75,000 of the time-limited public art contributions from Trumpington which, in March 2019, were earmarked for the public art proposals that are considered in Section 4 of this report. Nor does it take account of £10,000 from East Chesterton currently earmarked for a Chesterton Village sign or £15,000 from Abbey ward currently earmarked for a 'Travellers and Outsiders' project.
5. Officers review S106 funding allocations regularly to ensure best fit with relevant projects. Consequently, these funding availability figures are subject to change.
6. Where '£1k' denotes £1,000.

3.6 The Public Art report to this Committee in June, 2018, highlighted the need to review the £330,000 allocated to the wider River Cam public art programme, following completion of the artist in residency commission. The review would use the residency output to inform the development of potential future public art projects, for which the £330,000 allocation could be used.

4. Trumpington ward public art project

4.1 In March, 2019, the Executive Councillor for Streets & Open Spaces agreed to instruct officers to develop proposals for a public art commission (with a budget of between £50,000 and £75,000) in Trumpington ward, or close to its boundary with Petersfield and Coleridge wards, and report back to this Committee later in 2019.

4.2 This reflected a particular need to make use of unallocated public art contributions⁷ from a major development near Cambridge Station, which have to be contractually committed by January, 2022. Officers were asked to produce a project brief (possibly around the theme of issues facing young people) for a public art project in the vicinity.

4.3 Officer scoping of possible concepts for the use of this funding soon evolved into the 'Art of Play' proposals for public art encouraging informal play – see outline in appendix A. This concept has real potential, albeit that it remains to be seen whether suitable sites for this public art could be found in the vicinity of the Cambridge Station end of Trumpington, which would represent an effective use of the time-limited (January, 2022), local public art S106 contributions

4.4 Should it transpire, that the January, 2022, local, time-limited contributions are not suitable for use on the 'Art of Play' project, depending on its location(s), officers would scope another project which would make relevant and timely use of these particular contributions. If this is the case, officers will report back to this Committee with a worked

7. These unallocated public art S106 contributions, to the value of £75,000, represent funding for a local project, since the contributions, in the 'strategic pot', from this development, have already been assigned to strategic projects which have either been completed or are close to completion.

up proposal in that part of Trumpington ward, or close to its boundary with Petersfield and Coleridge wards in first half of 2020/21.

5. River Cam public art programme

- 5.1 The River Cam public art programme was allocated £450,000 of public art S106 funds in March, 2016. The Executive Councillor for Streets and Open Spaces, in January, 2018, allocated £120,000 of this to the River Cam artist residency, with the other £330,000 still allocated to the wider programme. At that time, officers committed to a report back to this Committee to take stock of progress and the next steps⁸.
- 5.2 Appendix B outlines the progress made by the artist in residence, Caroline Wright, including temporary elements, events and public engagement. The artist is currently developing ideas for a concept proposal for the permanent artwork, arising from the residency, the research undertaken and the time spent around the river. Once the concept proposal has been assessed from public art and business case perspectives, the aim is to exhibit the proposals publically, later this autumn, before moving forward with project. Members will be kept informed and updates will also be posted on the Council's Public Art web pages: <https://www.cambridge.gov.uk/public-art>. The aim is for concept proposal to stand alone as the only permanent artwork(s) for the River Cam. The emerging concept proposal for the permanent artwork, as part of £120,000 artist residency, is being developed within the original budget.
- 5.3 There are a number of reasons for recommending that the remaining £330,000 currently allocated to the River Cam public art programme should be de-allocated:
- a. The project focus and officer capacity, to date, has been on completing the Artist in Residency and associated permanent artwork. Detailed proposals for the use of the £330,000 for other River Cam public art have not yet emerged.
 - b. The £330,000 allocation includes time-limited contributions. There is

8. This needs to be seen in the context of paragraph 3.6 above.

a risk of not being able to develop eligible public art projects to spend the time limited funds on before the 'cut off' date in the corresponding S106 Agreements.

- c. Deallocating the £330,000 would allow these funds to be returned to the appropriate public art S106 funding pots for use on other public art projects that the Council may wish to bring forward in those parts of the city to which they relate.

- 5.4 If, however, robust and realistic project proposals were to come forward for specific River Cam public art projects (for example, for further permanent art works arising from the artist residency), which could be afforded from the relevant part of the city, and could be delivered with any time limits that apply, these would be reported back to this Committee for consideration of allocating public art S106 funding.

6. Next steps for public art projects

- 6.1 Table 2, overleaf, details the available S106 funding by ward/ area, assuming the deallocation of the £330,000 from the wider River Cam public art programme. The key points to note are as follows:
 - a. There is still limited or no scope for S106-funded projects in North Area (which has £11,000 available in total), nor in Castle and Newnham wards. At the same time, there is a need for local projects in each of Romsey, Coleridge and Trumpington wards.
 - b. Scope exists for some more area-based or city-wide projects. Alternatively, funds in the 'strategic pot' could supplement those in the 'local pot' for local projects.
 - c. Possibilities exist for smaller local projects which straddle neighbouring wards (e.g., Abbey/Petersfield).
- 6.3 A further analysis of the time limits within which S106 contributions need to be spent⁹ reveals that around £80,000 of public art S106 funds from Romsey ward have expiry dates in 2023.

9. These time limits are either stipulated in particular S106 agreements or reflecting the aim to make use of contributions within 10 years).

- 6.4 While the development of a new Public Art Strategy continues, alongside a review of relevant planning policies, work will continue to:
- Complete on-going S106-funded public projects (e.g., Southern Connections, River Cam artist residency and enabling grant recipients to complete grant-funded projects (e.g. History Trails 2);
 - Develop proposals, using the S106 contributions from Trumpington ward, which have to be contractually committed by January, 2022¹⁰; and
 - Develop the 'Art of Play' public art proposal in accordance with the outline proposal in appendix A, with a recommended allocation of up to £90,000 for this project. This budget could be allocated from strategic funds available in South and East Areas, as shown in Table 2.

Table 2: Public art S106 availability following deallocation of £330,000

Ward	LOCAL projects only	STRATEGIC (or local) projects	TOTAL AVAILABLE
North Area			
Arbury	£0	£1k	£1k
East Chesterton	£0	£0	£0
King's Hedges	£3.5k	£1k	£4.5k
West Chesterton	£5k	£0.5k	£5.5k
East Area			
Abbey	£8.5k	£30.5k	£39k
Coleridge	£76k	£74k	£150k
Petersfield	£6k	£2.5k	£8.5k
Romsey	£72k	£38.5k	£110.5k
South Area			
Cherry Hinton	£24k	£27k	£51k
Queen Edith's	£7k	£5k	£12k

¹⁰. As paragraph 4.3 explains, this may either be as part of the 'Art of Play' public art project or as part of the development of a separate proposal which would be worked up and report to this Committee in June 2020.

Trumpington	£67.5k ¹¹	£66k	£133.5k
West/Central Area			
Castle	£0	£0	£0
Market	£13k	£7k	£20k
Newnham	£0	£0	£0

6.5 In addition, there would be scope to bring forward:

- a. The development of proposal for a city wide urban art project and associated urban art space at Newmarket Road roundabout subway. The proposed project concept has already been discussed at the East Area Committee in July, 2018. See the outline in Appendix C.
- b. The development of proposal for a public art project in Romsey, making use of public art contributions that need to be contractually committed during 2023 (paragraph 6.3 refers).

6.6 These two concepts require further developmental work and it is proposed to report back to this Committee in 2020/21, so that the worked up proposals and associated S106 funding allocations can be considered.

7. Implications

7.1 **Financial implications:** There are no financial implications, as the proposed projects will be funded from time-limited S106 contributions. The recommendations in this report aim to make sure that these funds can be used appropriately and on time.

7.2 **Staffing implications:** There are no staffing implications.

7.3 **Equality and Poverty implications:** There are no equality and poverty implications, however, it is the intention that public art is freely and widely accessible and that some of the proposed projects are targeted at specific groups, including children and the elderly.

¹¹. This figure does not include the already-earmarked time-limited £75,000 from Trumpington ward that must be contractually committed by January 2022.

- 7.4 **Environmental Implications:** The provision of public art in the city adds to the interest, variety and quality of the public realm.
- 7.5 **Procurement Implications:** Any procurement associated with the proposed projects will be undertaken in accordance with the Council's procurement policy.
- 7.6 **Community Safety Implications:** The inclusion of works of art in public places can make the areas more attractive and encourage people to use them. Maintenance of public art is also an important consideration in assessing proposals. For instance, the ability to withstand vandalism and weathering should be demonstrated. Ongoing maintenance details are required to accompany all public art scheme submissions.
- 7.7 **Consultation and communication considerations:** All public art commissions require public engagement and consultation. This is built into the process

8. Background papers

- 8.1 The following committee reports can be found at <https://democracy.cambridge.gov.uk/ieDocHome.aspx>:
- 'River Cam Public Art Commission' report to Community Services Scrutiny Committee, 17 March 2016;
 - 'S106 Public Art and Public Realm Funding' report to Community Services Committee, 18 January 2018;
 - 'Public Art Policy and Strategy 2018-19 and Public Art small-scale grants 2018' report to Environment and Community Scrutiny Committee, 28 June 2018;
 - 'Urban Art Project: Newmarket Road Subway' report to East Area Committee, 12 July 2018;
 - 'S106 Funding: Next Steps (Streets and Open Spaces)' report to Environment and Community Scrutiny Committee, 21 March 2019.

8.2 The following information can also be found on the Council's website:

- Public Art Strategy SPD (Supplementary Planning Document)
www.cambridge.gov.uk/public-art-spd
- Public Art web pages: www.cambridge.gov.uk/public-art
- Overview of S106 funding (March 2019):
www.cambridge.gov.uk/media/5915/overview-of-s106-funding.pdf.

9. Appendices

Appendix A: 'The Art of Play' project outline proposal

Appendix B: 'To the River' Artist in Residence update

Appendix C: Urban Art project concept proposal

10. Inspection of papers

To inspect the background papers, or if you have a query on the report, please contact:

Alistair Wilson, Streets and Open Spaces Development Manager

Tel: 01223 458514, email: alistair.wilson@cambridge.gov.uk

Appendix A

The 'Art of Play' outline proposal

- A1. The Council seeks an artist to develop a proposal for an original, high quality, accessible public artwork/s, which would provide opportunities for physical interaction/ activity. The likely maximum budget for this commission is £90,000.
- A2. This public art would be distinct from standard, structured play provision. The aim would be to spark children's imagination and playfulness to interact with the public art in a variety of different ways. For example, it might be a sculpture on which they could jump, balance, sit on, or any other manner of play activity. The artist would look for innovative ways of making interventions to encourage people of all ages to actively engage with the public art.
- A3. The artist would undertake research and development to identify locations for the work as well as developing concept proposal(s). The artist would be encouraged, firstly, to consider single or multiple location(s) for public art in that part of Trumpington ward near Cambridge Station (or close to its boundary with Petersfield and Coleridge Wards). Such locations would need to be safe and publically accessible and have the permission of the land-owner for the installation of the public art. Alternatively, if when applying to undertake the commission, the artist could, instead, propose other suitable locations in the South or East areas of Cambridge.
- A4. The artist would be encouraged to engage directly with local young people to explore ideas for the public artwork(s). Consideration must be given to providing elements of the project, which are inclusive to those with disabilities.
- A5. The Council recognises that contemporary public art can be realised in many different and varied forms. The brief is open to interpretation by the artist, however, all interpretations must demonstrate playfulness, be safe and require minimal maintenance.
- A6. The nature of this commission requires that an artist is appointed who has a direct interest and understanding of the subject along with some experience.

Appendix B

‘To the River’ Artist in Residence: update

Many conversations and meetings have been held with communities and groups associated and interested in the River Cam. These have revealed the extent to which the river is embedded in the Cambridge community.

- Temporary Event in September 2018: FLOW, took place. A small container of river water, drawn from the area at Baits Bite Lock was encased inside a bright pink floatation vessel and taken by volunteers from Cambridge via Eco boat, running, rowing boat, kayak, narrowboat, bicycle, walking and paddleboard, swimming and by punt upstream to Byron’s Pool, near Trumpington, where it was replaced into the river.
<https://www.youtube.com/watch?v=3-WJ3JoYTl8>
- Website: To the River is represented by a project website. The website will be a repository for river related information and documents the progress of the project and will to a great extent <https://totheriver.info/>
- Knit for the river: The River Cam is regularly inspected by various authorities to monitor the conditions of the riverbanks. Where erosion has occurred, a programme of maintenance is carried out using coir rolls impregnated with native plants to stabilise the riverbank. Inspired by the historical connections of the River Cam to textiles, for example, clothes washing at Laundress Green, members of the Cambridge community are invited to Knit for the River – knitting squares of organic, undyed wool which will be fixed onto the coir rolls. Installation of the knitted squares is planned for sections of the river near Trumpington (Byron’s Pool). Discussion with the Cam Conservators has highlighted that a project of regeneration work near Bottisham Lock scheduled for Autumn 2019 may be a suitable second location for the work, and installation would be carried out in partnership with the Conservators. Knit for the River open events continue through to September 2019. For information on these events or to collect a Knit for the River pack, please see <https://totheriver.info/events/> or contact Caroline Wright on carolinejwright@btinternet.com
- #what colour is the river?: In an age when snapping photos is an everyday, commonplace action, how often do we give time to stop, look and think about our surroundings by using all our senses. Capturing an image of the water of the river Cam fixes it at a moment in time, arresting all the infinite conditions. Asking what colour is the river, although a simple

question, is a seemingly impossible task. Photographs of the river water using a smartphone, and sharing on social media platforms attempts to determine enough information from which to consider the question.

- After Raverat: Artist Gwen Raverat lived in Cambridge for much of her life and generated a body of work that includes a number of wood engravings of the river Cam. Taking these works as a starting point, a research document has been compiled that pinpoints the locations that Raverat worked from. This has revealed a visual marker of physical changes to certain parts of the city of Cambridge. The document will be a starting point for work with students from Anglia Ruskin University who are developing their own responses to Raverat, her work, life and the geographical features of the River Cam. To date, students have expressed interest in Raverat's position as a working woman artist, as a Cambridge resident, and as a chronicler of social and geographical history. There is much scope for the artworks developed and Raverat research that will be investigated further.

Appendix C

Urban Art project concept proposal

- C1. A public petition in 2017 called for legal graffiti walls at Newmarket Road roundabout underpass. A report on the opportunities for urban art there was supported in principle by East Area Committee on 18 July, 2018.
- C2. Officers and an experienced street artist have met on site to explore the potential of the subway for urban art. This could be developed in two phases: firstly, identifying a space for the creation of urban art and, secondly, bringing the young people together to create urban artwork within the subway itself.
- C3. The entrances to the subway and tunnels would need minimal works to be used for urban art. However, the central drum of the underpass would need an EIP (Environmental Improvement Programme) funding to facilitate the project, in addition to S106 funding.
- C4. The benefits of the project to young people could include:
- developing relationships with the artists and each other;
 - exploring local environments and understand the city as a whole;
 - learning creative skills;
 - creating a stronger sense of identity to the place where they live, the surrounding areas - both natural and urban;
 - gaining a greater recognition of their emotional responses and needs and learning how to express them;
 - feeling like they belong to the community and their views count
- C5. The project could engage with cultural venues (e.g., Kettle's Yard and the University Museums) to explore what 'culture' means. This could:
- increase access to, and involvement in, the town and cultural venues;
 - support cultural venues through developing links and critical dialogue to improve and develop social and cultural policies; and
 - increase diversity within cultural venues being more reflective and understanding of the places they are in
- C6. The budget for the art project is yet to be developed and is subject to the availability of local public art s106 contributions (e.g., from Abbey and Petersfield wards). The timetable for the project has also yet to be set, as the further development of ideas needs to take place; including consultation with Community Development.