



Cambridge City Council  
**West Central Area Committee**

**Date:** Thursday, 16 June 2022

**Time:** 6.30 pm

**Venue:** Virtual Meeting via Microsoft Teams

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

**Agenda**

- 1 Welcome, Introduction and Apologies for Absence
- 2 Declarations of Interest
- 3 Notes of last meeting (Pages 3 - 8)

**Items for Discussion**

- 4 Policing and Safer Neighbourhoods (Pages 9 - 14)
- 5 Cambourne to Cambridge Better Public Transport and Active Travel – Environmental Impact Assessment consultation

Officers from the Greater Cambridge Partnership will give a presentation on the consultation seeking views on how to best manage and mitigate impacts of the scheme on the landscape and environment.

Public consultation is open until 11 July 2022  
[www.greatercambridge.org.uk/c2c-eia](http://www.greatercambridge.org.uk/c2c-eia)

- 6 A New Road Classification for Cambridge (Greater Cambridge Partnership) (Pages 15 - 30)
- 7 Open Forum

**City Councillors:** S. Baigent, Bick, Gilderdale, Holloway, Nethsingha, Payne, Porrer, S. Smith and Sweeney

**County Councillors:** Gay, Nethsingha and Rae

## Information for the public

Details how to observe the Committee meeting will be published no later than 24 hours before the meeting.

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

- Guidance for how to join virtual committees run via Microsoft Teams: <https://www.cambridge.gov.uk/have-your-say-at-committee-meetings>
- Website: <http://democracy.cambridge.gov.uk>
- Email: [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk)
- Phone: 01223 457000

**WEST CENTRAL AREA COMMITTEE**

10 March 2022

6.30 - 7.35 pm

**Present Area Committee Members:** Councillors Gehring (Chair), Porrer (Vice-Chair), S. Baigent, Bick, Gilderdale, Nethsingha, Payne, S. Smith, Gay, Nethsingha and Rae

**Officers:**

Shared Waste Services: Rebecca Weymouth-Wood

Community Funding and Development Manager: Jackie Hanson

Community Engagement and Enforcement Manager: Wendy Johnston

Committee Manager: Gary Clift

Meeting Producer: Boris Herzog

**FOR THE INFORMATION OF THE COUNCIL**

**22/1/WAC Welcome, Introduction and Apologies for Absence**

Apologies were received from Councillor Sweeney.

**22/2/WAC Declarations of Interest**

No declarations of interest were made.

**22/3/WAC Notes of last meeting**

The notes of the meeting held on 25 November 2021 were noted by the Committee.

Cllr Porrer updated the meeting on:

Voi Scooters in Market Ward where constructive discussions with Voi were on-going about speed restrictions on some of the routes across the city centre open spaces.

Also at Park Street car park, as the site is being re-developed, information will now be added to the hoardings and Developer's Website to advise customers of the location of nearby bike racks. <https://park-street.co.uk/alternative-travel-arrangements/>

Additionally, the trial speed camera is due to be located on Maids Causeway in the next few days.

## **22/4/WAC Open Forum**

Members of the public asked a number of questions.

Full details can be found on the YouTube recording here:

[West Central Area Committee - Thursday, 10th March, 2022 6.30 pm - YouTube](#)

On 2nd March, Cambridge City council published a news release expressing heartfelt support for Ukrainian Refugees. On 8 March we heard an emotional plea direct to the House of Commons from President Zelenskyy of the Ukraine for greater physical support. There is no question that we should indeed be offering whatever support we practically and politically can for this desperate humanitarian situation and I acknowledge the Council's statement within the news release. My question then is around our track record of support, our ability to do so again and whether it is indeed enough. In the link of the news release, it is declared that we have housed more than 100 people since 2015. In 2020 a further commitment for 200 more and 4 council houses each year for the next five years. We ought then have already have identified up to 8 council houses for refugees and supported more than 300 individuals.

For the sake of clarity then, can I ask:

1. What has happened to the 100 since 2015 - do they remain under our care?
2. Have the further 200 been housed?
3. Have we actually met or exceeded our target of 300 since 2015?
4. How many of the council houses have been delivered to timeline

5. What physical preparations have been made in anticipation of supporting Ukrainian refugees

If indeed we have met our target to house 300 refugees in 7 years which is around 1 per week, should we not actually be aspiring to stretch these targets, for all refugees, especially given the very obvious need from Ukraine and continuing need from other countries around the world.

Cllr Payne responded on the Council's current position and would follow up on the points made with officers.

Regarding night time diversion issues on Histon Road which may affect the Huntingdon Road, Castle Street and Mount Pleasant. You have been sent the diversion route suggested by GCP Executive Board to be approved on 17<sup>th</sup> March. This is a revised version now showing the diversion via A14 instead of previously Kings Hedges Road. Pressure will then come directly down Histon Road and perhaps increase HGV numbers. As the present signalling system is not functioning properly due to a damaged loop sunken down in the middle of Huntingdon Junction which has not been repaired, we might expect congestion and increased air pollution before the traffic can move forward to Castle Street and Mount Pleasant. Please support that the Loop must be repaired before the Diversions from Milton Road start in April-May.

Cllr Payne undertook to follow this up, and the member of the public was encouraged to make the points to the Executive Board at its meeting on 17 March.

A member asked a question about the use of e-scooters/e-bikes and noted that the trial of Voi is being extended to the end of 2022. But this will also give the Councils time to lobby Government on the use of the electric mopeds that are currently being classified the same as e-bikes. It is the way that these vehicles should be managed in the future that local authorities need the Government to act on. Anti-social behaviour from riders was a police priority as identified at the last West Central Area Committee.

## **22/5/WAC Green bin collections**

A member of the public made the following statement relating to this topic: At the end of 2021, Green bin collections were stopped in early December, which if I'm perfectly honest caught me unawares. No thanks to climate

change growing season ends later and starts earlier so we need to clear garden debris at times we wouldn't normally expect to.

During the recent inability to collect green bins due to resource issues and frozen bins at beginning of January, many if not most residents of Newnham were ultimately left for extended periods without green bins being emptied. I need not emphasise that despite it being winter even microorganisms continue to thrive in our decaying food waste.

During this period I learnt that the green bin emptying is not a statutory service but is in fact a contract service shared with S Cambs. This is really out of step with what we are trying to espouse in terms of ecological priorities and should be a statutory service.

Please do not say that the solution is to compost - this does suit some active and savvy people for many it does not:

- Gardens are too small, yet still produce waste, compost needs space
- Needs management and thought
- Can attract pests if done poorly and inappropriate waste is composted
- If people suffer from allergies compost spores will impact quality of life
- Waste food cannot be composted
- Not all garden waste can be composted
- If most people are honest, compost takes a long time to decompose effectively and is really just another dump, but at the end of the garden and often just ends in the bins once the composting area is full.

Given the immense drive for recycling and reducing black bin landfill and the ever increasing impact of climate change on lengthened growing seasons - both start of and end of the year, is it not time to make some improvements in this rather rudimentary but essential service.

#### Recommendations on Green Bins

1. Warn residents with a flyer on the penultimate green bin of the year that the service will pause over winter - everyone is then ready for the last green bin.
2. Have separate food waste collections that continue throughout the year - I am aware there is discussion on this topic but surely this winter amplifies the need for change to actually happen
3. Ensure the service finishes just one pick-up later and starts one pick-up earlier to account for extended growing season

4. This committee should put forward a motion that the collection of green waste is a statutory service

Rebecca Weymouth-Wood responded to the points that had been made. The shared waste service would look to increase communication with residents prior to the winter season. Certainly the experience of each winter's collection informs how to approach the following year (growing seasons/climate). The waste service did keep track of where last collections had taken place or were missed because of lack of workforce (eg. Covid) to minimise the disruption for any particular area of the city.

Although a green bin service is not a statutory requirement to provide, central Government was expected to require mandatory waste food collections, the detail is awaited by waste collection authorities and when imposed it will require a re-think of the current waste collection services provided.

### **22/6/WAC WCAC Area Committee Grants 2022-23**

Jackie Hanson introduced the report.

In supporting the grant applications proposed, Members noted that the officers would make the decisions on awarding the grants once all the area committees had met.

Members thanked Jackie for her work and wished her well for her retirement.

### **22/7/WAC Environmental Report - WCAC**

Wendy Johnston introduced the report. Members welcomed and supported the work of the team over the period covered in the report and endorsed the continued efforts directed at fly-tipping, particularly at the Adam and Eve Street recycling location.

The meeting ended at 7.35 pm

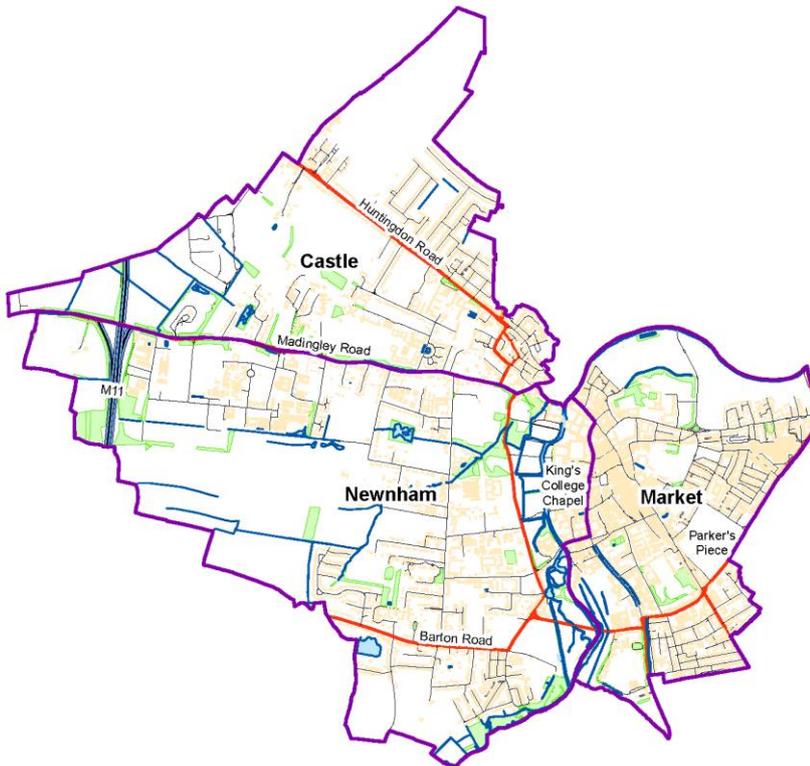
**CHAIR**

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## Neighbourhood Profile

### Cambridge City West/Central – June 2022

**Wards: Castle, Market and Newnham**



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### ***Produced by:***

#### **Cambridgeshire Constabulary:**

- Inspector Edward McNeill
- Sergeant Kevin Misik

#### **Community Safety Team, Cambridge City Council:**

- Keryn Jalli, Community Safety Manager
- Sarah Steggles, Senior Anti-Social Behaviour Officer



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## **1. Introduction**

### **Aim**

The aim of the Neighbourhood profile update is to provide an overview of action taken since the last reporting period, identify on-going and emerging crime and disorder issues, and provide recommendations for future areas of concern and activity in order to facilitate effective policing and partnership working in the area.

The document should be used to inform multi-agency neighbourhood panel meetings and neighbourhood policing teams, so that issues can be identified, effectively prioritised and partnership problem solving activity undertaken.

### **Methodology**

This document was produced using data received from the following sources:

- The Safer Neighbourhood Policing Team for the area;
- The City Council's Community Safety Team;
- The general public, via online and telephone crime and intelligence reporting; and
- Consultation with elected Ward and County members.

## **2. Current Areas of Concern**

At the West/Central Area Committee meeting of 25 November 2021, the committee recommended addressing the following local areas of concern:

- Road Safety. Issues within the area around the issues of pedal cycles/scooters going the wrong way and other road safety issues in the area;
- Begging (This will be split into two parts. We will hold primacy over aggressive begging and working with the City Council towards the Injunction work for passive begging); and
- Policing of the Green Spaces and the NTE. As well as the normal work to look at safeguarding of the people who are using these spaces.

Lead officers and actions to be taken were agreed following the committee meeting. The work undertaken and current situation is detailed below.

### **Road Safety. Issues within the area around the issues of pedal cycles/scooters going the wrong way and other road safety issues in the area**

Objective: To address the issues noted in this local area of concern.

Action Taken: During the reporting period, the City Centre team has continued to deal with the issues of road safety within the area. This continues to be part of the core work of the team, which they carry out as part of their general patrol work. This has also been

supported by a number of small projects carried out by Probationary PCs, as part of their development, notably issues on Fitzroy Street and Burleigh Street.

There are highlighted areas which continue to have issues with this behaviour, and these will change depending on the time of day. For example, during the day there are issues with people cycling the wrong way on Sidney Street. Later, in the evening on the Market Square, there are large numbers of food delivery bikes which are waiting for collections and their number can cause issues. There is also regular communication between City Council Officers and the City Centre team around these issues.

Current Situation: These issues continue to take place and are part of the patrol plan for the City Centre team.

Lead Officer: PS 686 MISIK

**Begging (This will be split into two parts. We will hold primacy over aggressive begging and working with the City Council towards the Injunction work for passive begging)**

Objective: To address aggressive begging within the city centre.

Action Taken: We continue to work in partnership with the City Council's Community Safety Team and have supported them with their application for their injunctions as well as evidence gathering when there are breaches of such injunctions.

As well as this, there have been a number of individuals who have caused ongoing issues for people who live and visit the city centre. There have been several successful investigations into one individual's behaviour, both in terms of begging and other associated criminality. As a result of this, the individual has been sentenced to prison for their offending, and at this time we are working towards obtaining a Criminal Behaviour Order (CBO) to address their behaviour. This is still ongoing.

In addition to this work, we also carry out a wide range of partnership work to ensure that people who are undertaking this kind of activity are appropriately engaging with the relevant support services and are getting the help that they need. We review the problematic individuals each month, in order to ensure that we are aware of who is causing the most issues at any given point, thus allowing us to direct our time and effort in the right direction.

Current Situation: This continues to be a core action of the City Centre team. There is an increase in reports of issues around the car park that services The Grafton centre and this is being looked at by both the Police and the City Council.

Lead Officer: PS 686 MISIK

**Policing of the Green Spaces and the NTE. As well as the normal work to look at safeguarding of the people who are using these spaces**

Objective: To ensure that the night time economy (NTE) within the city is safe for the people who use and work within it. Included in this piece of work is dealing with issues in the various green spaces around the city centre.

Action Taken: During the reporting period, there have been a number of key periods in relation to the NTE, most notably the Christmas and New Year Period. There was increased policing during these key times, both in terms of high visibility patrols and plain clothed officers, who were tasked with dealing with safeguarding issues. This work identified people who were vulnerable and looking for the people who were potentially going to take advantage of that vulnerability. This work identified people against which further action was taken.

As well as the work carried out by the police, there was, as always, a large amount of work carried out by the various other partner agencies, ensuring that the people who are using the NTE venues are safe. They are ensuring that they have designated welfare officers and that their policies and procedures are up to date and appropriate. There are schemes such as "Ask for Angelia" which they are taking part in, and they have been provided with up-to-date advice around reporting to the police any incidents in their venues. This prompt reporting is key in allowing us to take appropriate and timely action around offences.

As seen in the national picture, there has been an increase in the number of people reporting that they have had their drinks spiked whilst out in Cambridge. In partnership with the various venues, we have a robust process around reports of this nature which has a dedicated Detective Constable with dedicated oversight. The venues have also ensured that they have robust procedures to deal with reports made to them.

As always there is a wide number of different agencies working to ensure that the NTE is safe and welcoming.

Current Situation: This area of work is key to not only the City Centre team but the wider policing family and this, coupled with the wider safeguarding work, will continue.

Lead Officer: PS 686 MISIK

### **3. *Proactive Work and Emerging Issues***

#### **Cambridgeshire Constabulary**

The summer is almost upon us and with this the increase in visitors to the city which will affect the reports of crime and disorder, most notably pickpocketing and begging. As well as this, there will be an increase in the number of people using and drinking on the city's green spaces.

We continue to focus on vulnerability and working with a wide range of partners to ensure that the city centre is a safe a welcoming place.

#### **Cambridge City Council**

The Community Safety Team continues to work with partner agencies, including the police, to address concerns about street-based anti-social behaviour (ASB) issues, including begging and rough sleeping. We are currently pursuing court action against one individual, who is repeatedly breaching the civil injunction obtained in November, and working with partner agencies, including Cambridge Business Against Crime (CAMBAC), to ensure we are capturing concerns about further breaches. We have recently linked in

with retailers who have concerns about ASB and rough sleeping and have offered advice and support.

We are working closely with Car Park Services who have concerns with persistent rough sleeping and drug use in Council-run car parks. We are linking in with support agencies to ensure those verified as rough sleeping in the car parks are supported, as appropriate.

Save Our Cycles – Linked to the Cambridge Community Safety Partnership, the multi-agency Cambridge Cycle Crime Prevention Task Group is chaired by Cambridge City Council. The Task Group, which includes Camcycle, businesses, the two universities and the police, launched a [Save Our Cycles](#) campaign for the public to encourage locking and registering cycles.

Cambs Against County Lines weblink - Visit [Cambs Against County Lines](#) for more information, including links to resources.

#### **4. Additional Information**

At the neighbourhood level, the [POLICE.UK](#) website allows for swift access to local crime and anti-social behaviour data at street level. The website can display crimes on a map as well as in chart format, along with trend lines. The three most important sections within this website are: 'overview'; 'crime map'; and 'statistics'. This gives a good overview of issues within the local area. To access the local area's relevant data, type "Cambridge" into the search engine on the homepage and then select the relevant area (Cambridge City Centre policing team, Cambridge – North policing team, or Cambridge – South policing team).

#### **5. Recommendations**

None are advised. We seek views from this committee on those local areas of concern that the police and partner agencies can work together to action and report on at the next reporting committee meeting.



**GREATER  
CAMBRIDGE  
PARTNERSHIP**



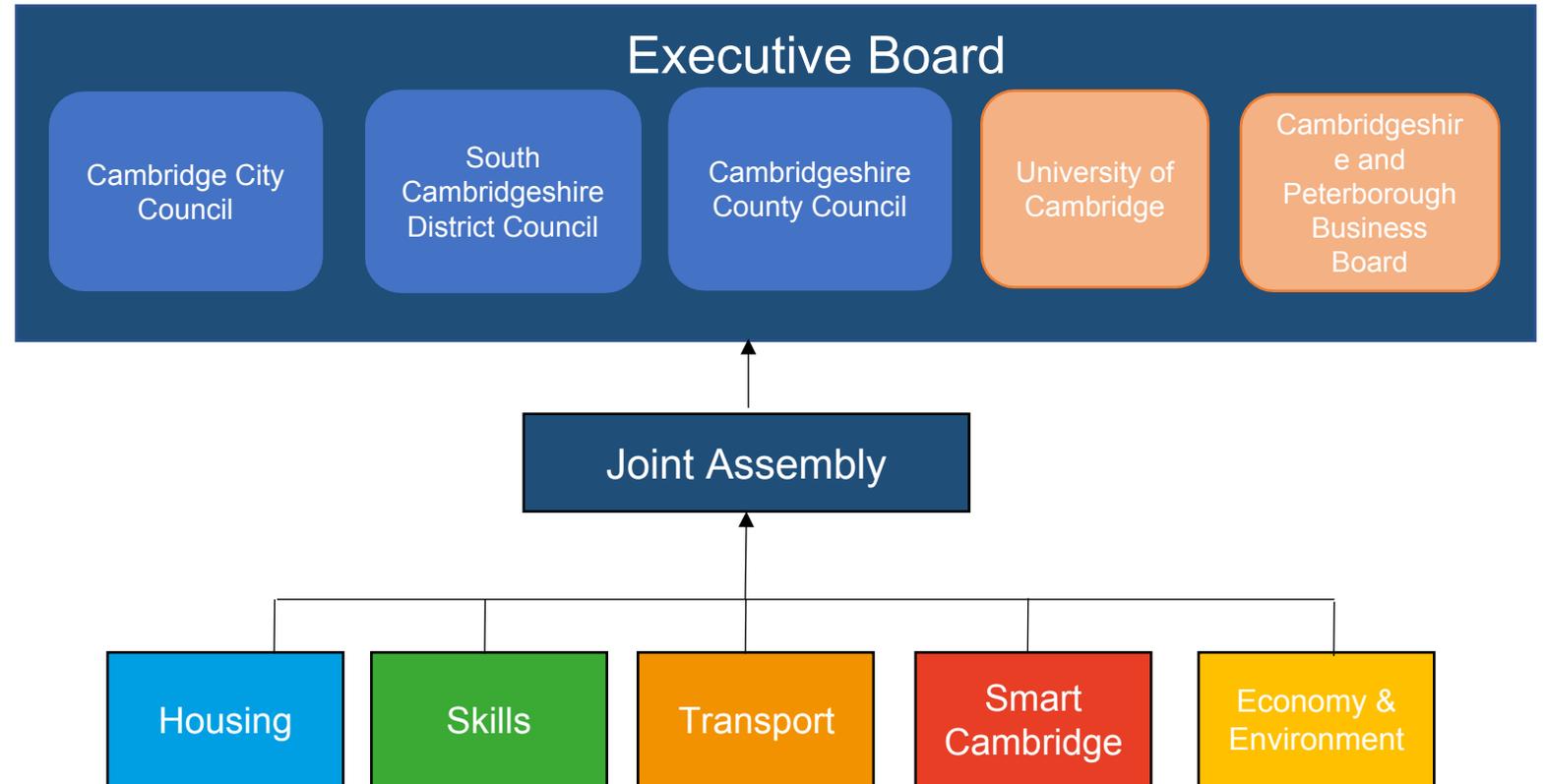
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Agenda Item 6

# A new road classification for Cambridge

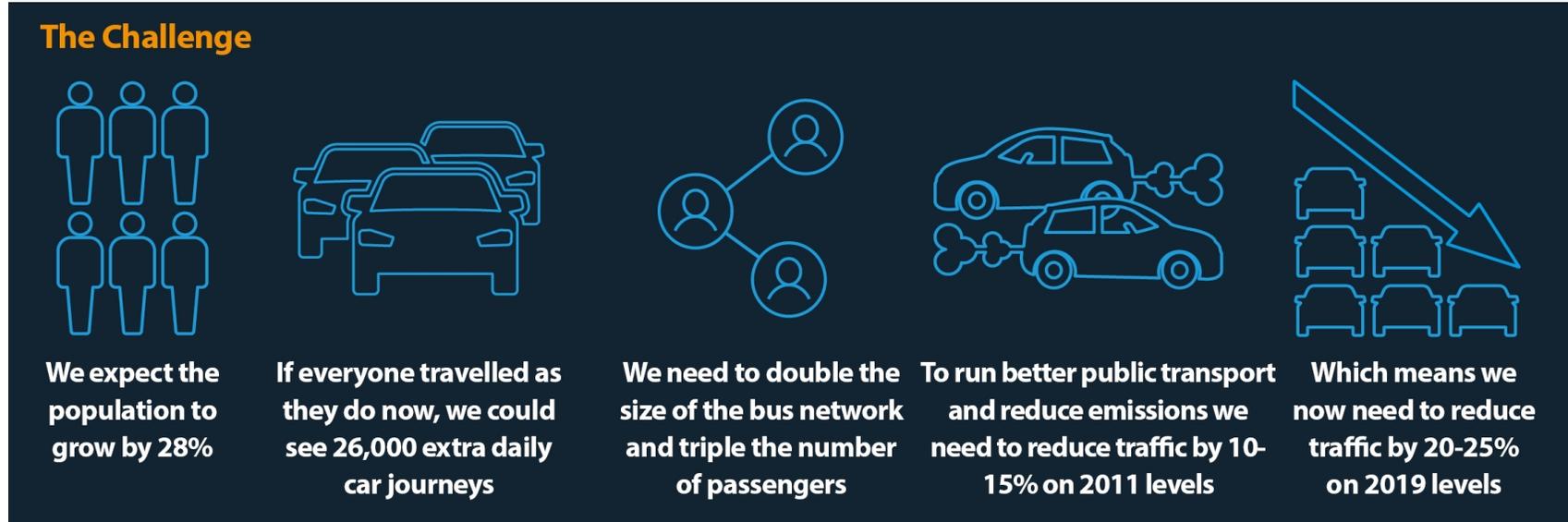
# The Greater Cambridge Partnership

- The delivery body for a City Deal with central Government.
- Enabling investment in infrastructure, housing and skills to facilitate inclusive growth.
- Started in 2014.
- Brings key partners together.
- Covers Cambridge City and South Cambridgeshire district.



# The challenge for Greater Cambridge

**The Challenge**



The infographic consists of five columns, each with an icon and a text block. 1. Icon: Six human figures. Text: 'We expect the population to grow by 28%'. 2. Icon: A line of cars. Text: 'If everyone travelled as they do now, we could see 26,000 extra daily car journeys'. 3. Icon: Three person icons connected by lines. Text: 'We need to double the size of the bus network and triple the number of passengers'. 4. Icon: Two cars with exhaust smoke. Text: 'To run better public transport and reduce emissions we need to reduce traffic by 10-15% on 2011 levels'. 5. Icon: A large downward-pointing arrow over a line of cars. Text: 'Which means we now need to reduce traffic by 20-25% on 2019 levels'.

We expect the population to grow by 28%

If everyone travelled as they do now, we could see 26,000 extra daily car journeys

We need to double the size of the bus network and triple the number of passengers

To run better public transport and reduce emissions we need to reduce traffic by 10-15% on 2011 levels

Which means we now need to reduce traffic by 20-25% on 2019 levels

**We need to reduce traffic by 15% to create manageable levels.**



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



# Context

- Part of the GCP City Access project:
  - Improve the way that people move around Cambridge
  - Encourage more use of public transport, walking or cycling rather than private car
- Making Connections:
  - Consultation in 2021 on proposals for:
    - A new bus network
    - Better cycling and walking routes and high quality public spaces
    - Introducing the proposals for a form of charging for driving and/or parking in the city
  - GCP Executive Board to consider the consultation feedback later this year

# Why a review now?

The road classification was last reviewed in the early 1980s. Cambridge has changed considerably since then and a further review of the road network needs to take place also taking into consideration

- Quality of life objectives
- Air quality legislation and obligations
- Declaration of climate emergency
- Decarbonising Transport plan
- National Walking, Cycling – Gear Change
- Bus Back Better
- Local Transport and Connectivity Plan/Greater Cambridge Local Plan
- Physical changes to road network

Further changes are needed to better reflect the changing priorities.



# What are the key aims of the review?

- Support an improved quality of life
- Help meet the challenges of climate change
- Improve health and wellbeing by providing a better environment for physical activity
- Improve air quality by reducing congestion and encouraging active travel and use of public transport
- Create a sense of place as part of the highway network
- Improve access to work, education, leisure and green spaces in the city

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# The current road classification in Cambridge



# Review ambition - general approach

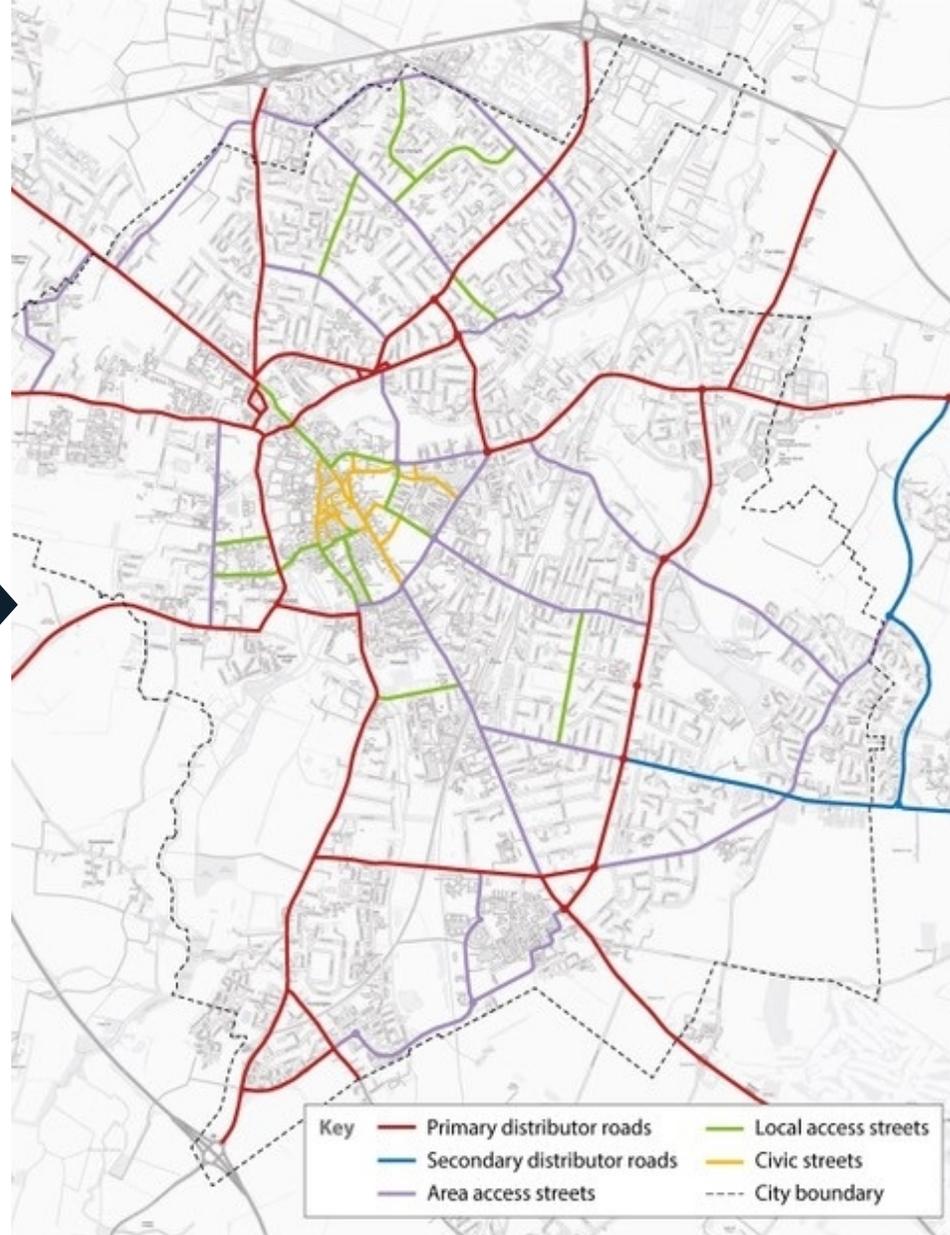
- Trips by cars, vans and lorries required to use main roads for as much of their journey as possible to reduce traffic on local roads and streets.
- Some local streets currently used as through routes/rat runs between main roads no longer open to through traffic.
- Point road closures (known as modal filters) would be put in place on local roads and streets to stop through movements by private motor vehicles.
- Access to these local roads and streets would be made from the closest main road junction to reach their destination.

# Review ambition - potential outcome

- Journeys by private motor vehicle might be less direct and potentially longer.
- In future, local streets would carry less traffic, with reduced levels of noise, congestion and pollution but some main roads could see an increase in traffic.
- Traffic modelling undertaken to assess changes in traffic to consider what could be done to address any increases.
- Cyclists and scheduled buses would be allowed through closure points to make these trips as reliable, pleasant and convenient as possible.

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What could the  
future road  
classification  
look like?



# Proposed road classifications

- Primary distributor roads: main roads that all traffic could use
- Secondary distributor roads: smaller roads that all traffic could use to get to the city
- Area access streets: roads that would link the main roads to C roads in the city
- Local access streets: roads that would link the main roads to smaller roads in the city
- Civic streets: mainly small streets in the city centre. Access for vehicles would be restricted

# Key issues for consideration

- Traffic displacement
- City centre bus routing
- Pedestrian and cycling priority
- Access for taxis
- Deliveries to the city centre
- Road safety
- Vehicle and user exemptions

# What we are asking for feedback on?

Mode	Network accessibility	Detail
<b>Walking</b>	Access to whole network other than where road safety would be compromised.	Pedestrian access to be restricted or prohibited only where road safety would be compromised, e.g. bus station where reversing buses conflict with pedestrian safety.
<b>Cycling</b>	Access to whole network other than where road safety or pedestrian comfort and convenience would be compromised	Access for cycling to be restricted or prohibited only where road safety or pedestrian convenience or comfort would be compromised and where a suitable alternative route is available e.g. in densely populated pedestrian streets where access for cycling may be limited by time of day.
<b>Bus</b> <ul style="list-style-type: none"><li>• Local bus services</li><li>• School transport</li><li>• Community transport</li></ul>	Extensive network access other than on network street categories where bus movements are not permitted.	<p>Buses operating local services to be allowed access through network modal filtering points on those categories of street where through bus movements are permitted.</p> <p>Buses being used for school transport and community transport vehicles to be permitted through network modal filtering points on those categories of street where through bus movements are permitted.</p>

# What we are asking for feedback on?

Mode	Network accessibility	Detail
<b>Cars</b> <ul style="list-style-type: none"> <li>Private cars</li> <li>Taxis</li> <li>Motorcycles</li> </ul>	Routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations should be made via the closest available distributor road junction(s)	<p>Cars and motorcycles will not be allowed access through network modal filtering points.</p> <p>Consultation will help shape any exemptions for taxis and/or other car users where the impacts from filtering traffic are disproportionate.</p>
<b>Commercial vehicles</b> <ul style="list-style-type: none"> <li>Light goods vehicles</li> <li>Heavy goods vehicles</li> <li>Coaches</li> </ul>	Routing to maximise the use of distributor roads and minimise the use of other network street categories i.e. access and egress to/from city destinations should be made via the closest available distributor road junction	<p>Goods vehicles will not be allowed access through network modal filtering points.</p> <p>Within streets subject to restricted access, goods vehicles will not be permitted access outside of the restricted periods other than for vehicles operating zero emission freight consolidation schemes.</p>
<b>Emergency service vehicles</b>	Access to whole network	Emergency service vehicles to be allowed access through network filtering points either through 'exemption-listing' at camera enforced filters or using keys at physically enforced modal filters.
<b>Vehicles used by blue badge holders</b>	Level of access to be determined through consultation	<p>The ambition is to promote access for disabled residents across the network.</p> <p>Consultation will help shape the approach to delivering on this ambition.</p>

# Next Steps

Consultation period will run from 23 May to midday on 18 July 2022.

GCP public meetings:

- Wednesday 15 June: 5-7pm, online Zoom surgery
- Wednesday 29 June: 6-8pm, online Zoom meeting
- Monday 4 July: 6:30–8:30pm, in-person meeting at Fenners Gallery,  
Kelsey Kerridge Sports Hall

# Any questions?