

County Council report

July 2019

Cllr Kevin Cuffley

Cllr Roger Hickford

LIBRARYS



In May, the Communities and Partnerships Committee unanimously agreed to progress our Future Libraries project - in partnership with Civic - to design future models of libraries for the county and, ultimately, the country.

The project builds on the previous transformation work carried out by the Library Service that enabled the council to keep all libraries open, improve and reinvigorate existing ones and plan new libraries as part of the future growth plans for the county. .

The Library Service and Civic will soon start the conversation with communities in seven pilot locations. Those have been selected because, despite their geographical proximity, they are home to diverse communities and libr reflect the five emerging models we would like to explore and prove. Our ambition is to roll these models out to

all Cambridgeshire and Peterborough libraries over three years so that all libraries benefit.

- Anchor to the High Street: **Peterborough Central Library and Wisbech Library**
- Centre for Rural Life: **Thorney Library in Peterborough and Soham Library**
- (Re)Animating Communities: **Northstowe (new build)**
- Hub for the Region: **Cambridge Central Library**
- Pop-Up for Reviving Community Assets: **Brampton Library Access Point.**

Clean Air Project

At the May 2018 Commercial and Investment Committee meeting, a development budget for the first stage of an Investment Grade Proposal (IGP) for smart energy grids was granted for both Trumpington and Babraham Park & Rides. A development budget of £300,000 was approved, split evenly between the two sites

The IGP development is split into four stages with the intention to obtain the maximum level of certainty and security at the earliest stage of the

development, in terms of cost and commitment and to create a decision gateway between stages

The subject of this report is covering stage one, Concept and Qualification, which includes:

- outline design;
- receiving pre-application planning advice;
- making an initial application to the Distribution Network Operator for a grid connection;
- engagement with potential Power Purchase Agreement customers; and
- managing the key risks associated with the above and the overall viability of the project

Through the Climate Change Act, the government has committed to reduce emissions by at least 80% of 1990 levels by the year 2050. In mid-June, government proposed to increase the target to 100% of 1990 levels by the year 2050. To meet these targets, the government has set five-yearly carbon budgets which currently run until 2032. They restrict the amount of greenhouse gas the UK can legally emit in a five year period.

In order to meet these carbon budgets, the government has laid out ambitious plans to decarbonise heat, electricity and transport which will see a rapid increase in the use of renewable energy.

The original concept of a smart energy grid on Babraham Park and Ride included solar renewable energy, battery storage and electric vehicle charging infrastructure for cars and buses. The battery storage was included to provide flexibility services to National Grid to generate revenues and formed the bulk of revenues expected. However, since the initial paper was presented to Committee, the market for battery storage services has experienced uncertainty about the timing and level of revenues

Given the clear long term need for battery storage capacity to balance Government's ambition for 50% of electricity from renewables by 2030, there is a case to continue to develop battery storage projects despite current revenue uncertainties. This will prepare the Council to bid for grid service contracts as new revenue mechanisms become available, avoiding missed opportunities due to project immaturity. The risk with this approach is that new revenues will not come forward for batteries as the

quantity of renewables connected to the grid grows. These issues are explored in much more depth in the paper entitled 'Battery Energy Storage System Market Opportunity & Risk'

Considering the above, it is proposed to continue to develop the original concept to allow us to develop a shovel-ready project.

The County Council is the planning authority for this project under Regulation 3 of the Town and Country Planning General Regulations 1992. In November 2018, pre-planning advice was received and the following issues identified:

The site is within the greenbelt and sits within both Cambridge City and South Cambridgeshire boundaries which means the policies from both Councils will need to be considered. Both Local Plans have policies with a presumption in favour of renewable and low carbon energy generation. In

addition, there is a local nature reserve nearby and sites of special scientific interest. Due to the size of the development, an Environmental Screening Request will be submitted ahead of the full planning application to help inform the submission documents. Given the broad policy support, the planning application is expected to receive an officer recommendation for approval, subject to formal consultation.

As the site is located in the Green Belt, additional sensitivities can be expected, therefore a community engagement officer will be procured.

Engagement and Communications Implications

A letter explaining the project was distributed to the surrounding households and businesses in person during January. Staff manned a table at the park and ride to communicate details of the project to commuters in the same time period. A

presentation to the Great Shelford community was made in February 2019'

Localism and Local Member Involvement

Presentations were made to the Great Shelford Parish Council and to the Great Shelford public in January and February 2019. An email update was provided to the Parish Council, County Members, and City Councillors for Queen Edith's, Shelford, and Cherry Hinton in May 2019.

Public Health Implications

Vehicle emissions are a direct cause of poor air quality and the introduction of additional electric charging points for cars powered by zero emission electricity could therefore lower pollution and therefore result in positive health benefits through improved air quality. The Transport and Health Joint Strategic Needs Assessment 2015 states that new low emission vehicles are either fully electric with no emissions at the point of use or hybrid vehicles which have significantly reduced emissions for periods of the drive cycle and may be capable of some zero emission running. Therefore, with new low emission vehicle

technology there is the potential for substantial real world cuts in emissions.

Greater Cambridge Partnership

New cycle-friendly traffic lights have been installed in Cambridge and extra cycle lockers will be added to Park & Ride sites to encourage more people to jump on to their bikes.

A total of 79 new cycle lockers will be installed across the Trumpington, Newmarket Road, Madingley Road, Babraham Road and Longstanton sites to make it easier for people to switch between cycling and the bus – helping to reduce congestion and improve air quality.

New ‘low level’ cycle traffic signals have now been installed at the junction of Arbury Road and Campkin Road to allow cyclists to move off before other traffic to improve safety.

Cllr Lewis Herbert, Chair of the Greater Cambridge Partnership, said:

“This is great news that will really help people use their bike to get around. Cambridge is the cycling capital of the country and Greater Cambridge is a thriving cycling destination.

“We’re committed to upgrading existing cycling and walking links and creating new routes to help more people get on their bikes.

“With thousands of new homes and jobs being created, and 106 deaths every year directly linked to poor air quality in Greater Cambridge, it’s vital we make cycling an easy and attractive alternative to driving to help reduce congestion and clean up the air we breathe.”

The GCP is investing millions of pounds on a number of proposed cycling projects – including the Chisholm Trail, 12 Greater Cambridge Greenways and five Cross City Cycling schemes - to extend and enhance cycling routes in Greater Cambridge.

The GCP has also teamed up with cycling campaign group Love to Ride to encourage more people to enjoy the benefits of cycling around Britain’s cycling city.

Love to Ride will run four cycle challenges on behalf of the GCP this year, including Bike Week – a nationwide celebration of cycling which runs for the entire month of June.

Today (20 June) is Clean Air Day and cyclists who register on the Love to Ride website - or a partner mobile app Bike Report or Strava - and record a ride will be entered into a draw to win an e-bike.

For more information and to register for Bike Week visit www.lovetoride.net

Malbourn and Sawston Greenways
Consultation Open

**Consultation on the Melbourn and
Sawston Greenways open until Monday 5
August 2019**

Surveys

The Melbourn and Sawston Greenway
Surveys are now open. The surveys will close
on 23:59 on Monday 05 August 2019:

Background

In 2016, the Greater Cambridge Partnership commissioned a consultant to review twelve routes to improve cycle, walking and equestrian links from villages around Cambridge into the city.

Following this review, we worked collaboratively with local residents and members of the public to develop the best routes for their areas.

These routes have been labelled the 'Greenways'.

There are 12 Greenways planned in total:

- Waterbeach Greenway
- Horningsea Greenway
- Swaffham Greenway

- Bottisham Greenway
- Fulbourn Greenway
- Linton Greenway
- Sawston Greenway
- Melbourn Greenway
- Haslingfield Greenway
- Barton Greenway
- Comberton Greenway
- St Ives Greenway

Consultation on ideas

After early engagement with the public, we've developed routes for these Greenways to enable cyclists, walkers and equestrians to travel sustainably from Melbourn and Sawston into Cambridge.

You can now feedback on the proposals for

the Melbourn and Sawston routes via our surveys, which will be available until Monday 5th August 2019.

Thousands Back Greater Cambridge Vision for Better Journeys

Choices for Better Journeys Survey Results

Choices for Better Journeys asked people for feedback on proposals for a future public transport network and ways to reduce congestion. The engagement took place from Monday 25 February to Sunday 31st March 2019.

In summary, the main findings of the engagement are:

- 82% of respondents backed our vision to significantly improve public transport.

- 81% of respondents chose a traffic-reducing measure as their first choice for both funding public transport and reducing congestion.
- 44% of respondents chose pollution charge as their first or second choice option for funding public transport and cutting congestion, followed by a flexible charge to drive at the busiest times (36%).
- 32% of respondents chose introducing pedestrianised zones or physical restrictions, as their first or second choice.
- 29% opted for introducing a Workplace Parking Levy, which would charge employers for parking spaces that they provide (first or second choice).
- 20% of respondents thought higher

parking charges would be the best option (first or second choice)

- 19% of respondents put forward an alternative idea first, including improving public transport to encourage greater use, better Park & Ride provision and higher taxation to fund better vehicles.

The full results of the engagement can be found online in the [Choices for Better Journeys Engagement Report](#).

Next Steps on Choices for Better Journeys

The Greater Cambridge Partnership [Joint Assembly](#) and [Executive Board](#) will consider the results of the survey in their meetings in June.

Following this engagement, we are planning to hold a *Citizens' Assembly*, where dozens of

people – supported by an expert advisory panel – will meet to consider evidence about how to reduce congestion, improve air quality and transform public transport to improve people’s daily journeys.

Citizens’ Assemblies are a form of deliberative democracy using a cross-section of society to create consensus. It involves bringing together a group of people that broadly represent the population to deliberate an issue, before making recommendations.

Further information about a Citizens’ Assembly will be published shortly.

Reducing Pollution.

Dear Operator

Re Vehicle Emissions - at School / Day Centre Sites

Following on from recent concerns raised in the National Press around high levels of vehicle emission pollution which is affecting the health of the public particularly around young people, the council has recognised that it must play its part in reducing this risk where possible. Therefore as a council we wish to ensure that our contracted transport provision is setting the best possible example regarding vehicle's operating in and around our Schools and Day centre facilities.

We are therefore requesting that when contracted transport vehicles are stationary on or near a School/Day centre site the vehicle engine is **SWITCHED OFF**, however short any wait may be. This is aimed to reducing emission levels at the point Children/ Service Users are boarding or alighting vehicles.

We thank you for your support in reducing emitted emissions levels around these facilities

Communities and Partnerships.

Prevent

PREVENT STRATEGY 2019-2021

The Committee received a report on proposed updates to the combined Prevent Strategy for Cambridgeshire and Peterborough. Members were informed that while Prevent activities across the County had previously been carried out by the police, the responsibility would shortly be transferred to the local authority. It was noted that the Prevent Strategy was complex and involved many layers, with Members' attention being drawn to the diagram in section 2.7 of the report for guidance on the delivery structure. This interconnectedness emphasised the need to work with communities and the Council's responsibility to train, safeguard and raise awareness of its staff.

The role of Councillor Cuffley as the Member lead was highlighted as being of importance and the Assistant Director of Public Protection referred to the list of Points of Contact within the local authority on page 8 of the Prevent Strategy to demonstrate

that taking ownership of the strategy had also been identified as fundamental

While discussing the report and Prevent Strategy, Members:

- Agreed that effective communication and engagement were necessary to ensure the Strategy was successful.

- Sought clarification on whether taking over responsibility from the police would be accompanied by extra resources and it was established that the local authority was not expecting substantial extra resources. It was also noted that such resources would be dispersed across the region in alignment with councils in Luton, Bedfordshire and Hertfordshire.

- Considered how schools would be engaged and the fact that governors needed to be provided with effective training on their role in the process of helping children understand. Recent interactions with schools had emphasised the importance of staff being aware of what was available to them beforehand, rather than after an incident had occurred. The Committee was also informed that an improved training package was in the process of being built.

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Queried how risks were identified and whether

machine learning techniques had been used. The referral process was explained as being similar to safeguarding techniques, with attention being focussed on identifying risk areas, such as areas with far right extremism.

□ Suggested that the report and Strategy did not pay sufficient attention to hate crime or the effect that the Strategy had proven to have on minority groups and that these two issues should be recognised within the Strategy itself. The Assistant Director of Public Protection acknowledged the concerns and agreed that including a paragraph of information on local action in this area would be positive.

□ Noted that the internet and social media played an ever increasing role in targeting and influencing within society, although it was acknowledged that monitoring of such activities was carried out by separate agencies and that local authorities were not involved.

□ Recognised the need to keep district and parish councils regularly updated on the Strategy. The Service Director of Community and Safety proposed a workshop session to

discuss how to train and engage other local authorities as well as school governors.

HATE CRIME – THIRD PARTY REPORTING PROVISION

The Committee received a report providing an update on the setting up of hate crime third party reporting services across

Cambridgeshire, the latest stage of which had involved Community Champions in identifying suitable locations for each area of the County.

The Assistant Director of Public Protection noted the assistance provided by the

Community Champions, as well as Councillor Manning who assisted in the absence of a

South Cambridgeshire Community Champion and Tiff Lane, the Cambridgeshire

Constabulary Hate Crime Officer.

It was proposed that a main reporting centre would serve as a hub in each area, with

smaller satellites operating in the different communities, many of which already existed.

Wide consultation with the community had been held on an ongoing basis, along with a

review of the police hate crime reporting

process. Members were informed that the reporting centres could be established and

opened by the end of June 2019, if the Committee agreed to the proposals set out in the report

Suggested that an event similar to 'Hope not Hate' in Cambridge would serve to bring communities together to talk about issues and ensure they were aware of how the reporting process worked. It was noted that such outreach work was vital to the programme, rather than simply expecting victims of hate crime to take the initiative.

□ Considered whether Cambourne would be a more suitable location than Melbourn for the main reporting centre in South Cambridgeshire. Councillor Manning, who had proposed Melbourn as the preferable location, was not at the meeting and therefore the Committee was unable to discuss the reasons behind its selection.

□ Suggested that 'politics' should be added to the list in the first paragraph of Appendix 4 as a further cause of crime against a person, citing the recent murder of a Member of Parliament as an example. The Assistant

Director of Public Protection noted that the wording around hate crime was largely set on the basis of a national agenda, but he confirmed that such an incident would be regarded as a hate crime and therefore agreed to share this feedback with the Constabulary and ask they discuss this suggestion at the county hate crime board

Established that the locations of the reporting centres would not necessarily be permanent and that they may be moved at a later date if feedback suggested that it would be of benefit.

□ Approved the development of online reporting facilities, noting that it was ideal to offer the greatest number of different means for reporting as possible. The Committee was informed that the highest number of hate crimes were actually reported via online services.

□ Sought clarification over whether reported hate crimes were recorded in a police register. It was confirmed that this only occurred when it was considered a criminal matter, with a

distinction made between hate incidents or hate crimes and with the latter involving a formal investigation and potential arrests. It was also noted that not only the police followed up on reported hate crimes, with other members of the multi-agency risk group, such as safety partnerships, also fulfilling the role.

Proposed the need for an effective feedback mechanism to ensure that the process worked well and was kept in check, noting that such features of the rape reporting process had revealed serious problems, which had allowed for them to then be addressed to improve the process. It was observed that one of the benefits of a multi-agency approach was a high level of scrutiny, with members of the public, faith groups and other community organisations able to observe the process at all stages.

□ Requested an explanation for the high number of reported hate crimes that had been reported in the media earlier in the day. The Assistant Director of Public Protection explained that he was unaware of the report

and therefore unable to comment on the specific figures but noted that hate crime reporting regularly experienced peaks and troughs. He pointed out that higher numbers of reported crimes allowed for a greater understanding of the issues, although conversely it was obviously ideal to receive as few reports as possible.

Confirmed that doctors and other NHS staff were involved and trained throughout the process in order to participate in the potential identification of hate crimes, such as knife wounds