

Minutes of the Cabinet Meeting held on 12 July 2016 at 2.00 pm in the King Edmund Chamber, Endeavour House, Ipswich.

Present: Councillors Colin Noble (Chairman), Jane Storey (Vice Chairman) James Finch, Tony Goldson, Matthew Hicks, Beccy Hopfensperger, Christopher Hudson, Gordon Jones and Richard Smith MVO

Also present: Councillors Sonia Barker, Tony Brown, John Burns, James Crossley, Mary Evans, John Field, Jessica Fleming, Julian Flood, Sandra Gage, Peter Gardiner, Len Jacklin ,Inga Lockington, Sandy Martin, Bill Mountford, Graham Newman, Caroline Page, Bert Poole, Reg Silvester, Robin Vickery, Paul West and David Wood

Supporting officers present: Susan Cassedy (Democratic Services Officer).

## **5. Apologies for Absence**

There were no apologies for absence.

## **6. Declarations of Interest and Dispensations**

Councillor Jane Storey declared a non-pecuniary interest in Agenda Items 6 “Suffolk Minerals and Waste Local Plan” and 8 “Strategic Highway Asset Management” by virtue of the fact that her family ran a sand and gravel pit which took waste from highways.

Councillor Gordon Jones declared a non-pecuniary interest in Agenda Item 9 “Divestment of School’s Choice” by virtue of the fact that he was a Director of Samuel Ward Multi-Academy Trust.

Councillor Matthew Hicks declared a non-pecuniary interest in Agenda Item 9 “Divestment of School’s Choice” by virtue of the fact that he was a Governor at Worlingworth Primary School.

## **7. Minutes of the Previous Meeting**

The minutes of the meeting held on 14 June 2016 were confirmed as a correct record and signed by the Chairman subject to the following amendments:

Minute number 118 - “Declarations of Interest” paragraph 1:

Replace ‘Chairman’ with ‘Vice Chairman’.

Minute number 123 - "Ipswich Park and Ride" under 'Comments by other councillors' – paragraph 8:

Delete: 'raised concern about letters from other agencies with regard to the proposals not being included in the report and there being no timescales included in the report'.

Replace with: 'made reference to three different letters having been addressed to the Cabinet Member for Highways and Transport, one of which, the author, the Leader of Ipswich Borough Council, asked to be tabled at the meeting, another from Ipswich Vision Board and one from the Ipswich MP, all expressing concerns that there were no firm proposals to introduce the infrastructure improvements requested by the bus operators'.

Under 'Comments by other councillors' – Paragraph 9, fourth line: Delete: 'He' and replace with 'The Cabinet Member'.

The minutes of the meeting held on 30 June 2016 were confirmed as a correct record and signed by the Chairman.

## **8. Public Questions**

There were no public questions received.

## **9. Standing Item – Update from the Scrutiny Chairman**

At Agenda Item 5 the Chairman of the Scrutiny Committee provided the Cabinet with an update on recent Scrutiny activity.

**Decision:** The Cabinet noted the Scrutiny Update.

**Reason for decision:** The Cabinet recognised the importance of the Scrutiny function.

**Comments by other councillors:** The Cabinet member for Finance and Heritage noted, with thanks, the recommendations that the Scrutiny Committee had made on the Library Service which were being considered and a response would be sent in due course.

With regard to school attainment and Raising the Bar the Cabinet Member for Broadband and Rural Issues and Localities advised that one of the young people she had previously provided supported lodgings to had won an award at the Raising the Bar Awards. This achievement showed how this type of support could make a difference to young people's lives. The Cabinet Member encouraged councillors to also look into providing such support to other young people.

The Cabinet Member for Children's Services, Education and Skills advised that he had taken on board the recommendations made at the Education and Children's Services Scrutiny Committee and that he would be responding to the comments, particularly with regard to the issue of young people not in education, employment or training (NEET) which was to be given further analysis.

**Alternative options:** None considered.

**Declarations of interest:** None declared.

**Dispensations:** None reported.

## 10. Suffolk Minerals & Waste Local Plan

A report at Agenda Item 6 by the Director for Resource Management invited the Cabinet to agree to the preparation of a combined Minerals and Waste Local Plan and supporting documents.

The Cabinet Member for Environment and Public Protection advised of an error under paragraph 2, fourth line of the report and that the word 'adopted' should be replaced by the word 'submitted'.

**Decision:** The Cabinet:

- i) agreed to the preparation of a combined Minerals and Waste Local Plan;
- ii) delegated authority to the Director for Resource Management to adopt a Minerals & Waste Development Scheme based upon the timescales set out in Appendix A;
- iii) agreed on the issues and scope of policy review as set in paragraphs 18 to 23 of the report;
- iv) agreed to funding of a combined Minerals and Waste Local Plan as set out in paragraph 7 of the report; and
- v) agreed to the extension of the responsibilities of the Member Panel to include Waste Local Plan matters;

**Reason for decision:** Failure to produce an up-to-date Minerals and Waste Local Plan (the 'Plan') could result in the Council's minerals and waste plan-making function being put into special measures, resulting in the responsibility for the Plan being taken away and being produced by the Planning Inspectorate in consultation with the local community.

**Comments by other councillors:** The Cabinet Member for Environment and Public Protection advised that savings would be achieved due to there being one piece of work with no duplication. Officers advised that the Council was working with other councils in the region in forecasting how much sand and gravel was required based on the average in the previous 10 years with an extra allowance of 10%.

**Alternative options:** None considered.

**Declarations of interest:** Councillor Jane Storey declared a non-pecuniary interest by virtue of the fact that her family ran a sand and gravel pit which took waste from highways.

**Dispensations:** None reported.

## 11. Strategic Highway Asset Management

A report at Agenda Item 7 by the Director for Resource Management invited the Cabinet to approve a full public consultation exercise on the proposed Highway Infrastructure Asset Management Plan.

**Decision:** The Cabinet:

- i) formally endorsed the draft Highway Infrastructure Asset Management Plan and its associated appendices, for stakeholder consultation to strengthen the Council's current asset management mechanisms;
- ii) confirmed that the draft Highway Infrastructure Asset Management Plan was consistent with the principles set out in the Council's Highway Infrastructure Asset Management Policy and Strategy Documents;
- iii) delegated authority to the Director for Resource Management in conjunction with the Cabinet Member for Highways and Transport to:
  - b) Make minor additional changes to the draft Highway Infrastructure Asset Management Plan prior to undertaking stakeholder consultation;
  - c) Consider the responses received from the stakeholder consultation exercise and make appropriate changes to the draft Highway Infrastructure Asset Management Plan and publish this final document on the Council's website;
  - d) Make editorial changes to the Highway Infrastructure Asset Management Plan main document; substantive changes requiring the approval of Cabinet;
  - e) Conduct regular reviews of the Highway Infrastructure Asset Management Plan appendices and, when required, make necessary changes and publish these on the Council's website.
- iv) formally supported the development of a local resilient network and the alignment and prioritisation of key maintenance activities to the network; and
- v) approved the recommended timescales for the implementation of this work.

**Reason for decision:** To ensure that there was alignment between the Council's Highway Infrastructure Asset Management (HIAM) Policy and Strategy documents and the underlying principles of local highway asset management expected of a local authority by the Government, as set out in relevant guidance documents issued by the Department for Transport (DfT).

To permit the inclusion of minor enhancements to the draft Highway Infrastructure Asset Management Plan, prior to stakeholder consultation, to reflect the on-going work being delivered through the Highways Transformation Programme.

To consider responses from stakeholders to ensure the Council's approach to asset management supported local needs and priorities.

The Highway Infrastructure Asset Management Plan (HIAMP) appendices were living documents which had to be regularly reviewed to reflect the changing nature of Suffolk's highway infrastructure assets, customer feedback, and

innovation. They also needed to maintain pace with emerging best practice and be aligned with the capability of Suffolk Highways.

To ensure that there was a framework to support asset management and maintain highway infrastructure that was resilient to severe weather events that were projected to become more frequent due to climate change. This would ensure key infrastructure continued to perform and support access for the public and businesses to essential services.

**Comments by other councillors:** A councillor highlighted the issue of planned road works happening at the same time in urban areas with the diversions often conflicting. With regard to winter road maintenance the councillor requested that local councillors be involved in any reviews to the roads that would be included in gritting routes in Ipswich. The councillor raised the issue of assumed rights of way in Ipswich not being on the Definitive Map and asked that this be looked at again under the new Management Plan. The councillor raised concern about the condition of the concrete roads in Ipswich and other towns in Suffolk and asked where in the programme of works this was to be tackled. With regard to street lighting the councillor also asked what the council intended to do to ensure the contractor met its performance obligations even with the new online reporting service.

In response the Cabinet Member for Highways and Transport endorsed the councillor's concerns regarding diversion coordination and explained that it normally happened after an emergency. With regard to winter maintenance the council would not be putting drivers or pedestrians at any safety risk and was looking to see whether the programme would allow services more similar to that of other councils. The Cabinet Member for Highways and Transport advised that here was a fixed allocation of resource for the Definitive Map and under the present financial circumstances he had no plans to recommend that officers increase it but if the councillor was referring to a specific case she should discuss it with him or his officers. With regard to concrete roads officers advised that those in need of repair had been identified in Ipswich and elsewhere and joint and overlay work was scheduled to take place. The Cabinet Member for Highways and Transport advised that the street lighting team had been one of the first groups to accelerate the transformation of their service and the contractor's team and the council's team would benefit from being integrated.

A councillor queried the ownership of some utility company cabinets sitting on the highway. Officers advised that under the new Roads and Street Works Act all the statutory undertakers had the right to carry out work in and on the public highway with the council having access to drawings indicating the location of the equipment and information on who owned the equipment. The Cabinet Member for Highways and Transport added that if there was one particular cabinet the councillor was requiring information on his officers would be able to advise her.

With regard to rural road closures and diversions, including the impact on bus routes, the Cabinet Member for Highways and Transport informed the Cabinet that the council was trying to reduce the number of closures by replacing them with a legally enforceable sign informing road users of a 15 minute road closure without having to have a traffic regulation order or diversions.

In response to a councillor's question about light pollution and what could be done to reduce it, the Cabinet Member for Highways and Transport advised that LED lighting, as it was more directional, helped to reduce light pollution and was also more cost effective. The council was also utilising the automatic switching off of lights from midnight to 5.00 am.

The Cabinet Member for Highways and Transport advised that, with regard to repairing road defects, the council had a policy that, where possible there was a first time total fix utilising technologies proven to be robust. The Management Plan allowed more effective planning and booking of the specialist contractor used for repainting crossings and road markings. Officers advised that those roads with defects that were not treated were monitored regularly.

In response to a councillor's query regarding the use of climate resilient materials being used to repair roads the officer advised that the council was currently using materials that were performing well against what was a gradual process and officers were aware of the effect of both high and low temperatures.

The Cabinet Member for Broadband and Rural Issues and Localities highlighted the work of the Suffolk Local Access Forum with regard to rights of way issues.

**Alternative options:** None considered.

**Declarations of interest:** None declared.

**Dispensations:** None reported.

## **12. Highway Maintenance Operation Plan**

A report at Agenda Item 8 by the Director for Resource Management invited the Cabinet to (a) approve the adoption of a new Highways Maintenance Operational Plan to enable a more effective means of identifying and rectifying defects on the highway network, thereby helping to effect a preventative maintenance approach, consistent with the asset management principles already approved by the Cabinet on 10 November 2015; and (b) approve that this policy document be more widely consulted upon.

**Decision:** The Cabinet:

- i) approved the proposed revision to the existing Highway Maintenance Operational Plan set out in Appendix A to formally enable Suffolk Highways to move towards more risk-based preventative highway maintenance, thereby providing a more cost-effective approach than the current reactive maintenance approach;
- ii) approved that the revised Highway Maintenance Operational Plan come into immediate effect but be the subject of formal public consultation; and
- iii) delegated responsibility to the Assistant Director Operational Highways to consider the public consultation responses, amend the proposed revision and determine any final version of the Highway Maintenance Operational Plan by no later than the end of November 2016 and, from time to time, make such minor changes to that document as are deemed necessary for the effective delivery of the Council's highway maintenance function.

**Reason for decision:** The current Highway Maintenance Operational Plan did not encourage early intervention when defects began to materialise on the local highway network. In order to more cost effectively maintain highway infrastructure assets, earlier intervention was necessary and the revised Highway Maintenance Operational Plan provided the framework to achieve this.

**Comments by other councillors:** In response to a councillor's question on how the new plan would affect Kier's Performance measures the Cabinet Member for Highways and Transport explained that a transformation programme to integrate teams was currently underway and that key performance measures were being amended as part of the programme in order to drive appropriate behaviour.

Officers clarified that bus routes, on the list of categories for potholes as set out in the Plan, would be categorised under '3b'.

The Cabinet Member for Highways and Transport advised that 10% of work undertaken by statutory undertakers was formally inspected but there was also an informal assessment carried out by inspectors travelling around the county. The Cabinet Member added that it was important to have clear terms and conditions with the utility companies setting out their legal responsibilities and to check their performance measures. Officers advised that discussion had taken place with regard to the move toward permit schemes but the council's priority was currently the Highways Transformation Programme.

The Cabinet Member for Highways and Transport stressed the importance of prioritising repairs in order to keep highways safe but sympathised with those residents who lived in quieter roads such as cul-de-sacs who waited significantly longer for defects to be repaired.

The Cabinet Member for Highways and Transport acknowledged a councillor's concerns about the on-line reporting tool and advised that work was currently underway to develop the tool to enable customers to be kept informed particularly when a defect had been repaired. The Cabinet Member for Highways and Transport advised that he would ask his officers to look into mapping problems reported by a councillor at the meeting.

In response to a councillor's questions officers advised that the driver for introducing changes to the Highway Maintenance Operational Plan had nothing to do with who the contractors were but was a risk based approach to highways maintenance. Officers also explained that the Highway Maintenance Operational Plan ensured that the council could get the best out of the contractor when previously it was not. With regard to the £2.6m of unresolved claims officers advised that some of the charges going through the highways budget were not the true costs of the work carried out due to poor bureaucratic processes and the Highway Transformation programme sought to eradicate most of the non-value added activity.

**Alternative options:** None considered.

**Declarations of interest:** Councillor Jane Storey declared a non-pecuniary interest by virtue of the fact that her family ran a sand and gravel pit which took waste from highways.

**Dispensations:** None reported.

## 9. Divestment of School's Choice

A report at Agenda Item 9 by the Corporate Director for Children and Adults invited the Cabinet to approve the divestment of Schools' Choice and to delegate the final decision to the Director for Resource Management and Corporate Director for Children and Adults.

**Decision:** The Cabinet:

- i) approved the divestment of Schools' Choice in principle;
- ii) agreed to delegate further decisions in connection with this divestment including the exact date of transfer, the structure of the company and the governance arrangements to the Director for Resource Management and the Director of Children and Adults in consultation with the Cabinet Members for Finance and Heritage and Cabinet Member for Children's services, Education and Skills; and
- iii) approved the delegation of authority to the Director for Resource Management acting in consultation with Cabinet Member for Finance and Heritage to provide the Company funding through a working capital loan of up to £1,000,000.

**Reason for decision:** The market for school support services had changed during the last three years and was expected to continue to change. The impact of this was the education services market had become more competitive and schools had a greater choice of supplier. Increased levels of academisation were expected to continue as a result of the White Paper 'Educational Excellence Everywhere'. To remain competitive Schools' Choice was investing in developing a wider market base and stronger brand recognition beyond Suffolk. The divestment of Schools' Choice would allow the teams to work independently of the Council, which may make the product offering more attractive to schools in other Local Authority areas.

During the next four years, the increased rate of conversion meant that a greater portion of Schools' Choice income would be received from Academies and given the current market conditions the level of income received from schools outside of Suffolk was expected to rise. Schools' Choice as a divested organisation would be able to act in a more agile way and to quickly take advantage of opportunities that arise to tender for new contracts and develop new product offers. Divestment would also allow Schools' Choice the freedom to invest in systems that were tailored to the needs of the education market. This would support the growth of the company and increase the quality of the products for schools.

Divestment would offer increased employment flexibility, with Schools' Choice able to recruit and employ staff via the company. This would provide the opportunity to introduce different terms and conditions that better met modern business and employment needs.

Divestment would allow greater trading and potentially collaboration with the wider sector including other Local Authorities, academies, academy sponsors, multi academy trusts, diocese, private sector and voluntary sector organisations.

Schools' Choice aimed to support schools to raise attainment by providing high quality, innovative products which represented best value to schools and academies. This would continue as a divested organisation. This would lead to a positive impact on outcomes for children and young people in the future.

Schools' Choice was able to trade currently under the Goods and Services Act 1970, which gave the Local Authority power to provide services to public bodies. This limited the trading possibilities. The creation of a commercial company by the Local Authority exercising their trading powers would remove these limitations.

The Council had existing experience to draw upon with respect to trading companies having established Vertas Group Limited, Concertus Limited and Opus People Solutions Limited. Schools' Choice would be following an established model that was generating income for the Council.

**Comments by other councillors:** In response to Councillors' questions the Cabinet Member for Children's Services, Education and Skills provided the following information:

- i) Some of the council's income generated by Schools' Choice would be put into reserves and whilst he was Cabinet Member he would ensure it was spent on helping the most vulnerable children. Some would however be used for payroll administration and software. The rest of the income would be kept within the company. Further discussion on this would take place.
- ii) Like all of the Council's divested companies Schools' Choice would be encouraged to expand its market. Schools' Choice was already providing services outside of the county and this market would get larger. The increase in the number of academies was a challenge. All further information would be passed on to the Councillor who had raised concerns about accountability unless it was of a sensitive nature.
- iii) A service company's asset was its staff and any company would do its utmost to keep its good staff.
- iv) The single point of contact would continue but would be flexible within each client's demands.

**Alternative options:** None considered.

**Declarations of interest:** Councillor Gordon Jones declared a non-pecuniary interest by virtue of the fact that he was a Director of Samuel Ward Multi-Academy Trust.

Councillor Matthew Hicks declared a non-pecuniary by virtue of the fact that he was a Governor at Worlingworth Primary School.

**Dispensations:** None reported.

## 10. 2015/16 Actual Revenue and Capital Spending

A report at Agenda Item 10 by the Director for Resource Management invited the Cabinet to consider the Council's final Revenue and Capital financial position. The report included an explanation of under and over spending compared to the budget. The report also showed the Council's reserves, virements and the Council's Treasury Management activities.

**Decision:** The Cabinet:

- i) noted the financial outturn position for 2015/16 for revenue and capital spending;
- ii) noted the significant transfers (virements) in accordance with the Council's Financial Regulations;
- iii) noted the balances on the Council's reserves; and
- iv) noted the final position on Treasury Management and Prudential Indicators paragraphs 44 to 54 and Tables 11 and 12.

**Reason for decision:** The Cabinet had been receiving regular budget monitoring reports throughout the year and this report presented the final year end position. It showed the Council had kept its net revenue spending within its approved budget which had already been reduced by £38.3m to reflect the planned savings that had to be made in 2015/16.

**Comments by other councillors:** The Cabinet Member for Finance and Heritage advised that the small overspend in the councillors' budget was mainly due to travel claims and Special Responsibility allowances being higher than budgeted for. The Cabinet Member considered councillors to be very good value for money.

The Cabinet Member for Finance and Heritage advised that staff numbers over previous years had reduced considerably at all levels and if cuts continued the service delivery may suffer. The Cabinet Member stated that if more efficiencies were found it may mean there would be further reductions in staff but numbers would not be great and stressed that budgets were set realistically not ideologically.

In response to a councillor's question about the underspend in Suffolk Fire and rescue Service, the Cabinet Member for Environment and Public Protection explained that money needed to be set aside every year in case firefighters had to retire due to ill health. This money had not been needed to be drawn down and had therefore been transferred into reserves. Now that the IRMP was complete, ways in which this money would be spent had been identified. The Cabinet Member considered this to be prudent financial management as this money may not be available every year.

A councillor raised concern about sheltered housing residents with mental health illnesses not getting the required support. The Cabinet Member for Adult Care advised that the council was committed to supporting the most vulnerable and if the councillor knew of any incidents where people were not being supported adequately to please let her know. The Cabinet Member for Finance and Heritage added that mental health was now quite rightly at the top of the agenda and he was looking at ways the council could resource additional support and pointed out that there had been an increase in the Adult and Community Services budget for the current financial year.

The Cabinet Member for Children's Services, Education and Skills advised that he would respond outside of the meeting to a councillor's request for information on vacancies in 'Making Every Intervention Count' and also a breakdown of the costs incurred in 'Special Educational Needs'.

In response to a councillor's concerns the Cabinet Member for Children's Services, Education and Skills recognised that the increase of children aged 12 years plus going into foster care was a national problem. He also advised that more resources were being put into working with Health with regard to children's mental health and families. The Cabinet noted that there was now a Member with Special Responsibilities for Stronger Families.

With regard to unaccompanied child asylum seekers the Cabinet Member for Children's Services, Education and Skills advised that the Council did receive funding from central government and was meeting its moral obligations to those children. The Cabinet Member for Finance advised that the funding was received in arrears and that he was not convinced this would cover the whole cost as many children would be in the Council's care for more than 2 years. The Leader of the Council added that the council's budget would come under a lot of pressure in future years as it was dealing with very seriously traumatised children.

In response to a councillor's queries the Cabinet Member for Highways and Transport advised that all but one of the disputed claims in the Highways budget referred to in paragraph 30 of the report had been resolved; the underspend in Passenger Transport would not be put into community transport as the contract had gone out to tender as a business proposal however, if the company was struggling then this would be considered; the Morton Hall Relief Road had now been started and therefore there would no longer be the underspend in the Capital budget. The Cabinet Member for Finance and Heritage disputed the councillor's comments with regard to the Council having a policy to hold vacancies as this was a decision for the budget holder.

A councillor commented that there did not appear to be a mechanism for encouraging more social workers across both adult and children's services and suggested that more investment and training would, in the long run, save money as well as giving a better service. In response the Cabinet Member for Finance and Heritage advised that this was already happening with many initiatives to ensure the Council retained its social workers.

The councillor also commented that year on year for 8 years there had been underspends with the money going into reserves. He considered that unless the Council recognised that there was a structural underspend in the budget services would continue to be cut unnecessarily. In response the Cabinet Member for Finance and Heritage stated that the figures showed that the Council had been almost on target and they would vary from the budget book to the end of the year for a whole variety of reasons. Officers added that the percentage that the Council was over or under was still tiny in comparison to the overall budget. Officers advised that there was some structural overspend in some areas however the Council was trying to offset these from other savings which at some point would no longer be available. With regard to the councillor's query about where it had stated that £1.6m would be added to reserves Officers advised that this was a net figure and further information would be made available.

A councillor commented that it was far better to have a marginal underspend than overspend and congratulated the officers involved. He was however

concerned about the care of the elderly and considered more attention needed to be paid to this area.

**Alternative options:** None considered.

**Declarations of interest:** None declared.

**Dispensations:** None reported.

## 11. Ipswich Park and Ride

A report at Agenda Item 11 by the Director for Resource Management invited the Cabinet to reconsider its decision of 14 June 2016 in the light of recommendations from the Council's Scrutiny Committee which met on 29 June 2016.

**Decision:** The Cabinet reconsidered its decision of 14 June 2016 in the light of the Scrutiny Committee's concerns as detailed in Appendix A (the minute of the Scrutiny Committee on 29 June 2016) and approved the revised recommendations from the original paper (revisions as underlined below):

- i) approved the principles of the new operating model for the Ipswich Park and Ride bus service as set out in paragraph 25 (of Cabinet paper Item 7 14 June 2016).
- ii) delegated authority to the Director for Resource Management, in consultation with the Cabinet Member for Highways and Transport to finalise the arrangements for the new bus service, and organise the smooth transition from the existing arrangements to the new model, following the steps as set out in paragraph 39 (of Cabinet paper Item 7 14 June 2016) with the condition that notice shall not be served on the existing contract until after a Memorandum Of Understanding has been agreed with the bus operators, setting out a clear timetable for achieving agreed infrastructure improvements.
- iii) delegated authority to the Director for Resource Management, in consultation with the Cabinet Member for Highways and Transport to undertake an options appraisal to determine the best use of the sites to minimise their net running costs, and implement that option.
- iv) If it becomes clear that no viable alternative provision for Park & Ride services from Copdock and from Martlesham can be provided, agree to a consultation and a further report to Cabinet prior to the cessation of the current service.

**Reason for decision:** At its meeting on 14 June 2016, the Cabinet agreed recommendations regarding proposals for a new operating model for Ipswich Park and Ride bus services and sites.

The decision was subsequently called in to the Scrutiny Committee.

Following a call-in of this decision, the Scrutiny Committee referred the decision back to the Cabinet requesting that the recommendations be made tighter and clearer with regards to the authority being delegated to the Director for Resource Management and Cabinet member for Highways and Transport.

**Comments by other councillors:** The Cabinet Member for Environment and Public Protection in recognising this was a good news story understood why the Scrutiny Committee had made its recommendations which he was happy to support.

The Cabinet Member for Highways and Transport clarified the reasons why he had not included the letters and emails referred to in the Scrutiny report by explaining that they referred to 34 suggestions/ideas which had not been analysed and therefore could be misleading.

With regard to the future of Ipswich Park and Ride the Cabinet Member for Finance and Heritage advised that if Ipswich Borough Council was against implementation of the proposals the Council may face very difficult decisions due to the current £700,000 per year subsidy.

A Councillor expressed his hope that if this scheme proved to be successful the same could be considered in order to re-open the Norwich Road Park and Ride Service.

The Chairman of the Scrutiny Committee thanked the Cabinet Member for Highways and Transport for taking up all recommendations made following the call in to the Scrutiny Committee.

**Alternative options:** None considered.

**Declarations of interest:** None declared.

**Dispensations:** None reported.

## **12. Urgent Business**

There was no urgent business.

*The meeting closed at 5.33 pm.*

Chairman

