



Cambridgeshire Constabulary and The Office of the Police and Crime Commissioner

July 2020 Cambridge Southern Police Station Site Specific
Consultation – Response to Feedback

10th September 2020

1.0 Introduction

- 1.1 Cambridgeshire Constabulary and the Office of the Police and Crime Commissioner, (OPCC), completed a final consultation process from 1 to 31 July 2020 to gain the views of the residents of Cambridgeshire on the proposal to locate a new police hub at Milton, to the south of the Milton Park and Ride.
- 1.2 This followed previous consultation in February 2020 to consult the public on the proposal for service change to retain a police station in Cambridge City Centre and to create a new police hub on the outskirts of Cambridge.
- 1.3 Due to the COVID-19 pandemic and the restriction on face-to-face interaction, the consultation had to be adapted to take place remotely. The Constabulary and OPCC chose to proceed with the consultation considering the government encouraged planning applications and public consultations to continue. To ensure the maximum participation rates from local stakeholders surrounding the site, the Constabulary and OPCC implemented the following:
 - Email update and briefing with community stakeholders – A virtual briefing was held with key stakeholders on 29th June 2020, just before the consultation launched on 1st July.
 - Digital Consultation – A virtual village hall was created on the dedicated project website and was available to be viewed for the month of July. The virtual consultation sought to replicate all functions of a traditional exhibition, for example, residents could sign in to show they had attended, exhibition boards were presented in a familiar format, online feedback forms were made available and there were six ‘live chat’ sessions where residents could chat in real-time with members of the project team to have their questions answered.
 - Newsletter and advertisement – A newsletter was distributed to approx. 8600 householders in Milton and surrounding areas and advertisements were placed in the Cambridge News and Cambridge Independent local papers. Established social media pages for the Constabulary were also utilised to advertise the consultation and the ways to engage.
 - Other ways to engage - The newsletter provided a summary of the development proposals and details of how to get involved – including a phone number or email address. Residents who did not have access to a computer were able to contact the project team to request a paper copy of the information display boards and a feedback form with reply envelope, alongside images of the plans to inform residents.
- 1.4 This method of engagement proved to be successful and over 2,090 stakeholders visited the project website to view the proposals. This figure is in excess of similar in-person attendance rates that would usually be expected for a public exhibition. Furthermore 120 GDPR compliant feedback forms were received prior to the feedback deadline on Friday 31st July 2020, a level which can be considered robust in light of the number of consultations that were underway in the Milton area during a similar time frame.

- 1.5 Of the 120 feedback forms received, results indicate that 70% of respondents agreed or strongly agreed that the police hub would be a good use of the site (39% strongly agree, 31% agree) against 16% who disagreed (8% strongly disagree, 8% disagree).
- 1.6 A full analysis of the feedback received is detailed in Section 3.

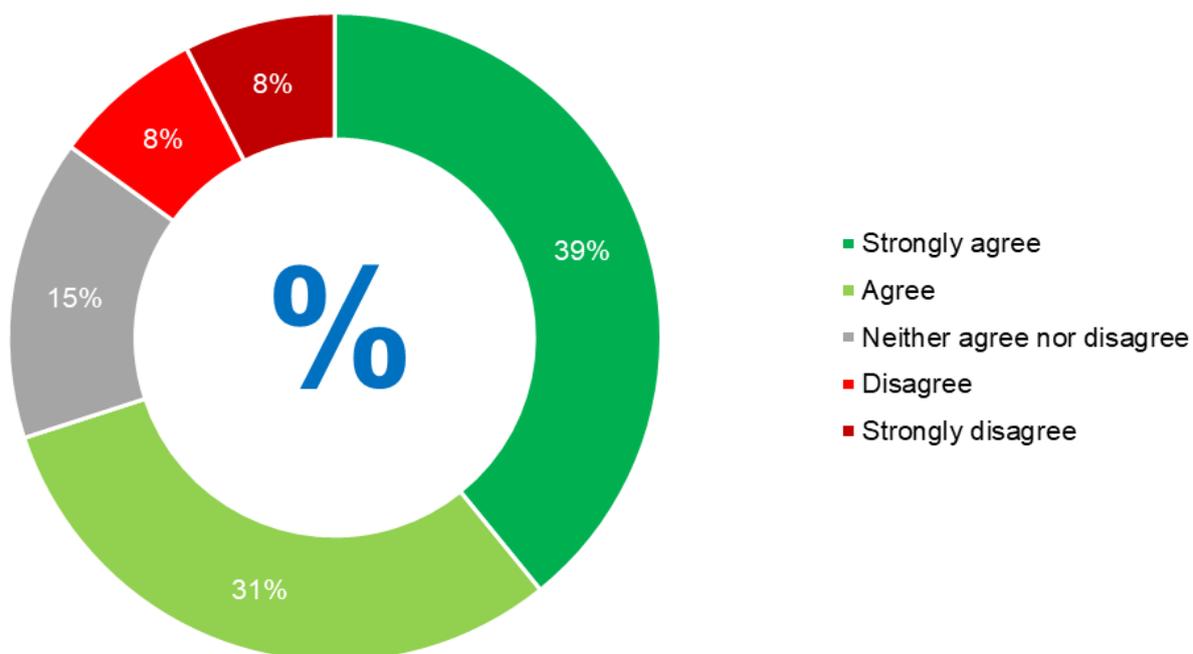
2.0 Background

- 2.1 The Constabulary and OPCC worked with an independent consultant company, Built Environment Communications Group (BECG), and following completion of the consultation period BECG are compiling a Statement of Community Involvement which will be submitted with a planning application.
- 2.2 The Statement of Community Involvement is an independent report that details all the consultation that has been undertaken within the project to evaluate and progress a proposal for a new police hub. It includes full detail of the process for the consultation and the detailed results from the survey.
- 2.3 Those who logged on to the dedicated website were given the opportunity to complete a feedback form, which asked a number of questions in relation to the proposal and the consultation information.
- 2.4 Those questions were:
 - Do you think that the new Police Hub is a good use of the site?
 - Do you have any comments on the facilities we will be providing at the new Police Hub?
 - Do you have any comments on the design or layout proposed for the new Police Hub?
 - Do you have any comments on our commitment to a new city centre station?
 - Any other comments?
- 2.5 In addition to the responses received to the questions on the feedback form, other feedback was collated from the 'live chat' sessions, from questions or queries received to the dedicated email address and feedback received from local councils, key stakeholders and interested groups.

3.0 Response to Feedback Received

- 3.1 In response to the question '**Do you think that the new Police Hub is a good use of the site?**'

There was significant agreement that the new police hub would be a good use of the proposed site, with 70% either agreeing or strongly agreeing with the question.



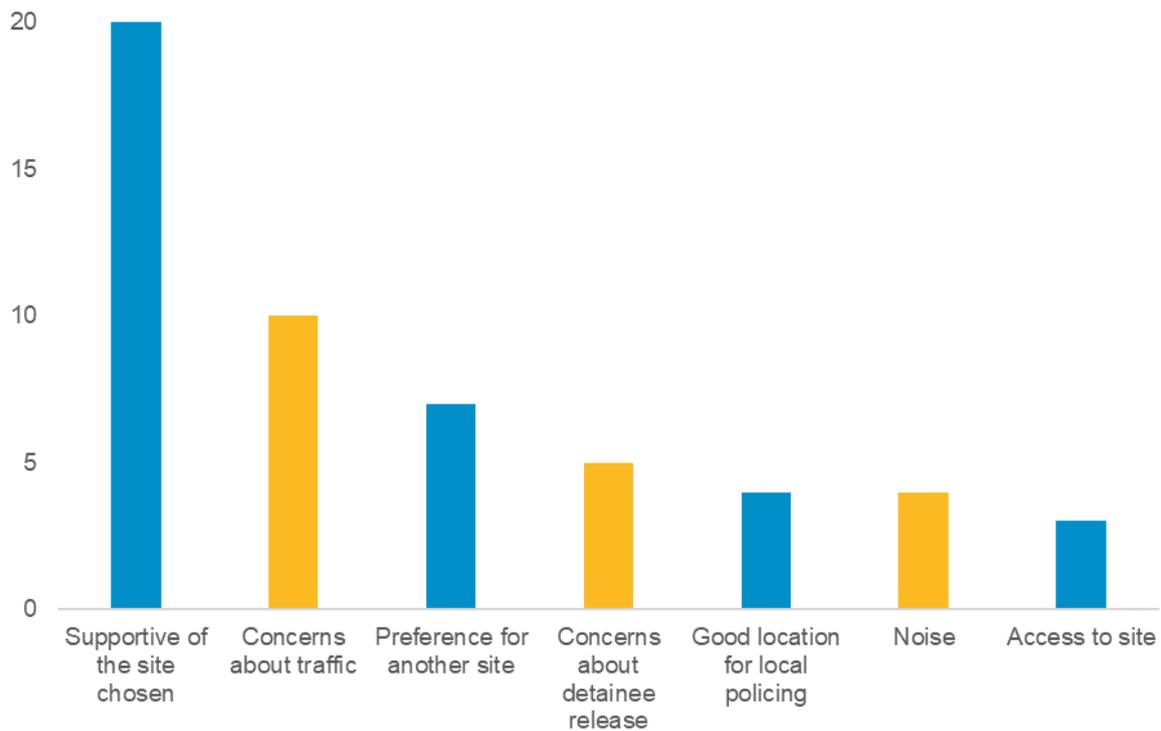
As can be seen from the chart above, 39% of responses strongly agreed that the police hub would be a good use of the site, 31% agreed, 8% disagreed and 8% strongly disagreed. That only 16% of respondents disagreed with this use for the site indicates that there is little opposition from respondents about the proposed use and development of the site. Due to the rounding of the percentages the graph does add up to 101%.

3.2 The most common theme in the open comments was support for the chosen site, with its close links to the Park & Ride being a common supportive statement, alongside it being a good location to base neighbourhood policing teams. There tended to be fewer additional comments amongst those who agreed with the site – though there were a small number of supporters who did highlight the need to look at ways of mitigating the impact on local highways.

Of the reservations expressed, the potential impact on the local highways was the most common, followed by recommendations to look at other locations. Five respondents highlighted concerns about the process for the release of detainees into Milton, particularly in the evening.

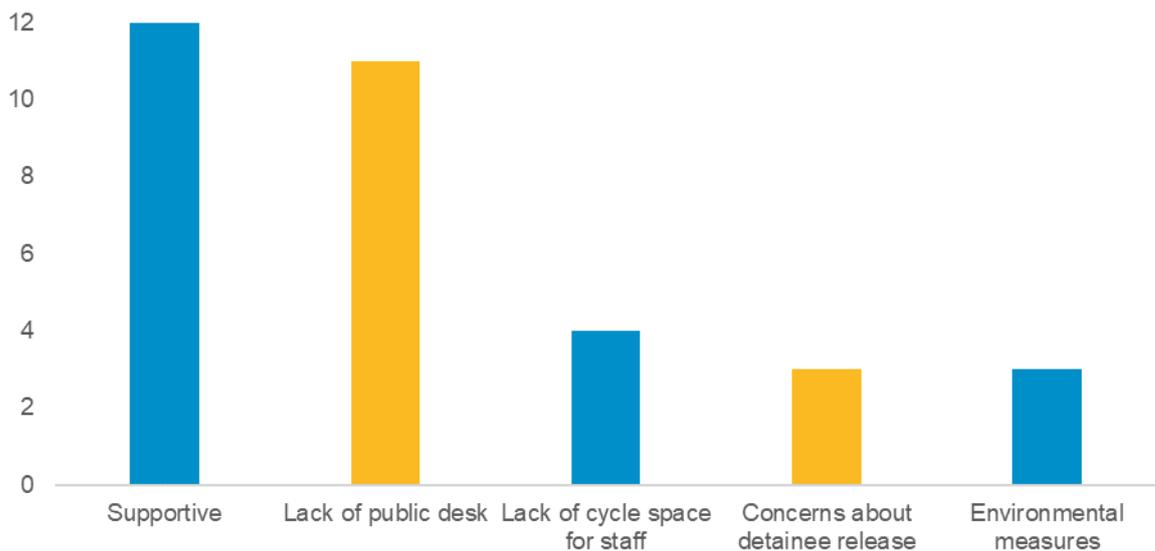
Only three responses raised concerns about the site being on Green Belt land, demonstrating that the majority did not see this as an issue.

Other themes raised were noise impact and siren use around the site, as well as the need for adequate parking and cycle storage space.



3.3 In response to the question ‘Do you have any comments on the facilities we will be providing at the new Police Hub?’

The most frequent comment regarding the proposed facilities was of general support. However, there were several responses that raised concerns about certain aspects of the proposals. There was also a strong understanding of the need and reasons behind increasing the number of detention cells at the site.



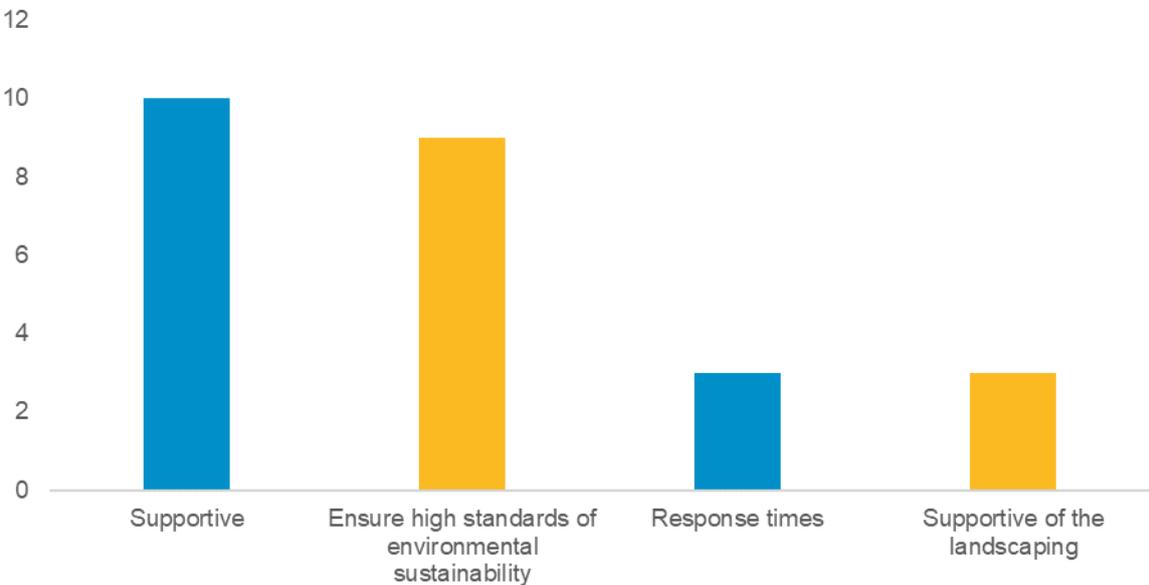
The most frequent concern was about the lack of a public enquiry desk at the proposed hub, with many asking why there would not be one – with some saying that

this would be a deal breaker for them in terms of support for the proposals. Eleven responses specifically mentioned this.

There were a small number of concerns again about detainee release into Milton, particularly after public transport had stopped running.

There were also a small number of concerns about the lack of cycle parking space for members of staff, urging the Constabulary to further promote green ways of travel to work. There were also a small number of requests for more environmental measures within the proposals.

3.4 The below graph details the replies received for the question ‘Do you have any comments on the design or layout proposed for the new Police Hub?’



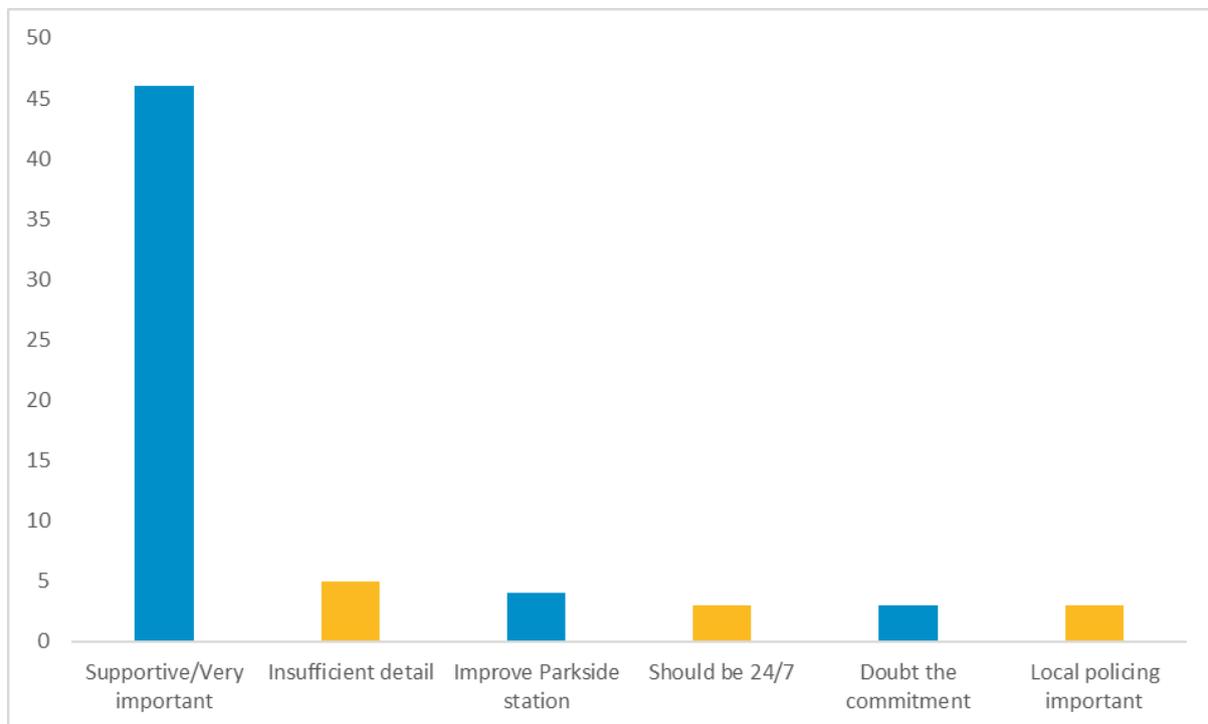
There were several supportive comments related to the design of the proposals, which was generally well received. There were several calls for the building to be of high standards in terms of environmental sustainability, with a green roof being a recurring suggestion.

Other, less frequent, responses included the need to improve pedestrian and vehicular access to the building, the need to consider run-off drainage and questions about parking and cycle storage.

3.5 Responses for the question ‘Do you have any comments on our commitment to a new city centre station?’

There was overwhelming support for the commitment to delivering a new police station in Cambridge City Centre. A very small number of respondents doubted that the commitment would be fulfilled, while a few others also suggested that there was insufficient detail to make an assessment.

It should be noted that this consultation is specifically for the Milton police hub and not a new city centre station, so this question is informative rather than having significant impact on the proposals under consideration here.



3.6 There were a number of other comments which formed part of the final ‘Any other comments’ question. These included:

- Support for the proposals: 11
- Noise impact: 5
- There is a need for more staff and visitor cycling spaces: 4
- Traffic: 3
- Thanks for the consultation: 3
- Maintain street presence: 2
- Policing needs to react to local challenges, including Extinction Rebellion: 2
- The new hub should be able to be future proofed and expanded: 2
- Concern about the programme for releasing detainees: 2

3.7 Other email responses

There were also, not including the stakeholder responses, 10 emails which have been received from residents since the beginning of the consultation. The content of these emails is summarised:

- Concern about the possible impact on the local community of Milton, and asked whether a risk assessment been carried out on the risks to residents of the village of Milton regarding all aspects of detainee release.

- The need to ensure that there is a city centre police station.
- A question about the release of detainees into Milton.
- Concern about potential smells from the nearby landfill site.
- A statement that the plans are *“eminently sensible proposal that should be proceeded with”*.
- The proposals would mean that the Park & Ride could not be expanded.
- That the proposals are an *“excellent idea and an excellent place to situate it”*.

3.8 Live Chats

As part of the ‘Virtual Exhibition’ six live chats were held throughout the consultation period. As previously mentioned, throughout this period 31 live interactions were had between residents and the consultants and the main comments/questions concerned the following:

- Additional traffic movements around Milton.
- Details about the proposed new city centre site, including opening times and location.
- Details of how the Constabulary are tackling certain types of crime in the area, including drug dealing and cycle theft.
- Details on cycle access to the site and parking.
- Details on staffing at the new hub.
- Noise from sirens.
- Reasons behind the choice of site.
- Release of detainees from the hub.

4.0 Stakeholder feedback

4.1 Several key stakeholders responded to the proposals, or contacted the project team during the consultation, including:

- South Cambridgeshire District Council.
- Councillors on South Cambridgeshire District Council.
- Milton Parish Council.
- Cambridge City Council.
- Cambridge Past, Present and Future.

4.2 South Cambridgeshire District Council

Feedback from South Cambridgeshire District Council (SCDC) highlighted that the SCDC recognises the need for modern facilities to meet local demand, and expressed support for the fact that the plans respond to the growth expected in the county and the type of facilities needed to meet the changing needs of Cambridgeshire Constabulary.

Other comments of note include:

- Support for having a city centre police station.
- The Constabulary should ensure that the new station meets the needs of all users, including those with disabilities and protected characteristics.
- The new hub should have very high environmental credentials.
- The Constabulary should consider how the new hub can link to the current and emerging cycling links in the area.
- The planning application should include significant detail on the drainage strategy.

It is important to note that this feedback does not relate to the planning merits of the planning application and should not be taken in that manner.

4.3 Councillors from South Cambridgeshire District Council

Comments were received from two councillors on SCDC regarding the proposals.

The first highlighted concern about the release of detainees in Milton after hours, and regarding the potential for the site to cause additional pressures on the 13th Public Drain.

The second also raised concerns about the release of detainees who are reliant on public transport and suggested that there should be measures including CCTV to ensure that no bicycles or cars are stolen when they leave the site. They suggested that the Constabulary could loan bicycles to allow them to get to their destination. They also made comments calling for high levels of energy efficiency and environmental sustainability. The councillor also repeated the concerns about the 13th Public Drain, and also raised concerns about the potential for noise from sirens.

4.4 Milton Parish Council

A response was received from Milton Parish Council via the online feedback form. This is set out below:

- **Do you think that the new Police Hub is a good use of the site?** Neither agree nor disagree.
- **Comments:** Concerns on the A10 bridge. The bridge has low parapets and no lighting. The surrounding area is poorly lit. There is potential for increased anti-social behaviour including drug dealing in Butt Lane/Coulson Close area similar to that currently experienced in the Parkside area, which could discourage pedestrian and cycling activity. We would expect S106 funding to be available for CCTV on the A10 bridge and improved surveillance at the Park & Ride and other items beneficial to Milton residents. We would urge attention to improve pedestrian and cycling Access to and from the proposed facility avoiding the need to pass through Milton. We remain very concerned about drainage particularly the impact on the 13th Public Drain.

4.5 Cambridge City Council

Feedback from Cambridge City Council *“recognises the case for a new police hub on the outskirts of Cambridge”*. Key elements of the feedback include:

- Concern about the accessibility of the site when public transport is not running.
- Reassurance has been given about detainee release.
- The new facilities should be carefully designed to meet the needs of detainees with different protected characteristics and those who might be vulnerable for a variety of different reasons.
- Being distant from where people live, the hub will need to provide a welcoming environment for the public including refreshment facilities for people likely to be there for longer periods.
- Cambridge City Council also provided feedback on plans for the new city centre station, which will be taken into account when proposals for the new city centre site are confirmed.

4.6 Cambridge Past, Present and Future

Feedback was received Cambridge Past, Present and Future and they stated, *‘Overall, the current scheme is an improvement on the previous scheme but we still feel there is scope for further improvement’*. Key elements of the feedback include:

- Concerns about development on greenbelt.
- There were comments about biodiversity gain and that they would like to see to a commitment to a 10% biodiversity.
- Pleased that the car parking and sustainable travel were considered as part of the application but feel that there is an overprovision of parking spaces.

4.7 The Constabulary and OPCC responses to the feedback, questions and queries raised are grouped by theme and provided in Appendix 1.

5.0 Next Steps

5.1 In the main the results of the consultation survey supported the proposals for a police hub at Milton.

5.2 In response to this support Cambridgeshire Constabulary has continued with work to progress plans for the site, prior to a planning application.

5.3 The feedback received has been shared with the consultant and contractor team that are developing the proposed plans for the site, and where possible amendments will be made to the proposal.

- 5.4 Once the feedback has been considered, and any amendments made to the proposals the Constabulary and OPCC intend to submit a planning application for the new hub at Milton.
- 5.5 Work continues to identify and progress the new city centre station and consultation for this will be undertaken separately if required.

Appendix 1 – Cambridgeshire Constabulary and OPCC’s Responses to Feedback, Questions and Queries raised during the Site-Specific consultation

ISSUE RAISED	RESPONSE
<p>Impact on the A10 and local roads</p>	<p>There were some concerns about potential impact on the local roads, especially during the normal rush hour periods.</p> <p>Due to standard police rotas, the impact on normal “rush hour” traffic on this network (7:45am-8.45am; 4:30pm-5:30pm Monday to Friday) is expected to be negligible. The ‘peak’ hour for traffic at the proposed site will be between 2:00 and 3:00pm, with an estimated 23 trips to the site and 29 trips departing the site.</p>
<p>Noise pollution, particularly from police sirens</p>	<p>A number of residents raised concerns about the potential for police cars to be driving through Milton with blue lights and sirens on.</p> <p>It is rare that a police car would leave the site on a blue light and with sirens on. This is because uniformed officers tend to leave the site in patrol vehicles at the start of their shift and not return until the end, except for reasons such as bringing a suspect into custody or other exceptional circumstance (which would not require a blue light or siren). Therefore, only in extreme circumstances would there be likely to be increased siren noise, unless an officer is passing through the area on a blue light.</p> <p>The hub building itself will include sound insulation to ensure that noise is minimised, and our assessments have concluded that there will be no significant adverse impact on the amenity of local residents.</p>
<p>Custody release into Milton</p>	<p>Perhaps the biggest issue raised, particularly for those in Milton itself, was related to the release of detainees from the hub, particularly after public transport had stopped running.</p> <p>All detainees that are released from police custody are subject to a risk assessment prior to release. Where a person is classed as vulnerable, it is often the case that the person is released in the company of friends, family, legal advisors, appropriate adults or other people responsible for their on-going welfare. Those remanded in custody as a result of appearing at a virtual court will be transported directly to prison or other secure accommodation by a contracted private security company as per our existing contracts, should they be further remanded by the courts.</p> <p>The risk assessment will ask whether they have the ability to get home and we create a travel</p>

	<p>plan with them – either through friends/family etc or via public transport. If there is no option to be picked up, or if public transport is not running, we would also look at whether a taxi was possible. If there was no way for them to safely get home and we had any concern about their safety we would consider transporting them to a safe location, however this would be in exceptional circumstances. In the vast majority of cases the fact that they are fit to be questioned and detained means that they are capable of looking after themselves.</p> <p>With the growing use of virtual courts, it will sometimes be the case that those remanded in custody will be released directly from the new hub. This is already the case at Thorpe Wood and at Parkside, where people are released directly into the community – however, these will undergo the same risk assessments.</p> <p>Therefore, no one will be released from the hub unless they have been subject to a pre-release risk assessment to mitigate any further risk to themselves or the wider community. Once they have left our custody however, the police have no power to enforce their chosen route home.</p> <p>The Constabulary has produced ‘A Day in The Life’ document to provide clarity as to how a custody facility operates including detainee release. This will be submitted with the planning application.</p>
<p>Lack of a public-facing enquiry desk at the new hub</p>	<p>There were calls for a new enquiry desk to be included in the new hub.</p> <p>There will not be an enquiry office at the hub, although the neighbourhood policing team covering Milton and the surrounding area will be based here. The local Neighbourhood team will be contactable directly – either by phone or email or via our Demand Hub who are able to pass on messages if they are not immediately available. As part of our commitment to retaining a police station in the city centre, we will retain a public facing enquiry desk in the new city centre station.</p> <p>This Enquiry Office will be open to the public seven days a week and with no loss of hours from our current service at Parkside. The Enquiry office will allow people to report crime, raise concerns and be referred to speak to a police officer when required. Most importantly though the Enquiry Office will demonstrate that the police are visible and available to the public and that both a real and symbolic place of safety is available in the city centre for persons in danger or distress.</p>

	<p>Members of the public are able to report crime through a number of methods, including dialling 999 (in case of emergency) or 101 (non-emergency enquiries). You can also report crime online via the Cambridgeshire Constabulary website (https://www.cambs.police.uk/report/Report-Shared/Report-a-crime).</p>
<p>Environmental and sustainability in the design</p>	<p>There were comments from the respondents that the proposals should be of the highest environmental standards.</p> <p>The environmental performance of the building has been designed to achieve a carbon emission reduction improvement over and above the Building Regulations Approved Document L2A requirements. The key aspects of the proposed environmental strategy for the building can be summarised by the following points:</p> <ul style="list-style-type: none"> • Optimise the passive design of the building to enable generous daylight (without glare and overheating), natural ventilation and a high efficiency thermal fabric. • The thermal fabric parameters adopted will be substantially better than the limiting values set out in the Building Regulations 2013. • Evaluation of 'free-cooling' from the building thermal mass coupled with natural and mixed mode ventilation. • Limiting overheating with solar control glass. • 100 % low energy lighting throughout the development utilising LED, light-emitting diode, technology with intelligent daylight and occupancy regulated control. • Highly efficient building services. • A Building Management Control installation to ensure optimal and efficient operation of plant and the monitoring of energy consumption. • Provision of solar hot water pre-heating. • Provision of solar photovoltaic panels. <p>Sustainable enhancements have been proposed including the use of Sustainable Urban Drainage features, employment of good practice in hedgerow management and inclusion of bat and bird boxes in the completed scheme. The delivery of this enhancement together with a proposed new native hedgerow and an area of meadow would give rise to an overall Minor Beneficial impact.</p>

	<p>The overall value of the site to wildlife is considered to be low. The Ecology Impact Assessment carried out by The Landscape Partnership states, assuming mitigation is delivered as set out then the impact of the scheme is considered to be Neutral. Mitigation measures for the construction works will be set out in a Construction Environmental Management Plan (CEMP). The CEMP will be developed in accordance with all identified local planning conditions, environmental requirements, performance targets and objectives and any client specific requirements for the Project. The plan will outline the Contractor's procedures for the management and reduction of adverse impacts from the current project phase on the environment. This plan is intended to provide the focus for the management and co-ordination of environmental issues as the project evolves. Therefore, the plan will be developed or amended considering changing circumstances and standards achieved on site or as work progresses.</p>
<p>Cycling and public transport use</p>	<p>The proposed development site is accessible to cyclists and pedestrians via Butt Lane. There is a shared footway/cycleway on the south side of Butt Lane which continues west towards Impington. East of the Park & Ride access, the footway leads to a footbridge which crosses the A10 and provides access to Milton, and south towards Cambridge via another footbridge over the A14.</p> <p>The junction with Butt Lane and the Park & Ride provides pedestrian crossing facilities which continue into the site. These include dropped kerbs and tactile paving and provide pedestrian desire lines to the bus stops and bus station.</p> <p>The proposed development will provide a new 3.0m shared cycle/footway heading west from the site access. This shared cycle/footway will cross the Park & Ride access road and head north connecting with the existing shared cycle/footway along Butt Lane. A section of 2.0m footway will also connect the shared cycle/footway to the Park & Ride terminal providing a direct and safe link for pedestrians to and from the site whilst encouraging use of the Park & Ride facilities for staff members at the station.</p> <p>The proposed development will also include an emergency access to the P&R car park. This emergency access will be closed to vehicles except in an emergency but will be open to pedestrians and cyclists at all times.</p>

	<p>National Cycle Network (NCN) Route 51 can be accessed from Milton via a shared pedestrian and cycle footway. NCN Route 51 is a long-distance cycle route that connects Oxford to Milton Keynes, Cambridge, Bury St Edmunds and Ipswich before reaching the coast at Felixstowe. NCN Route 11 can also be accessed from Milton via an on-street cycle route which picks up the route along the River Cam. NCN Route 11 connects Harlow in Essex with Wigginhall St Germans in Norfolk via Cambridge and Ely.</p> <p>The site is located south of the Milton Road Park & Ride facility, which is equipped with a shelter and seating, timetable information and raised kerbs. There is also an information centre located on the site. The Park & Ride is open 24 hours a day, 7 days a week and provides services approximately 06:20 to 20:20 on weekdays, 07:20 to 20:20 on Saturdays and 09:00 to 18:15 on Sundays.</p> <p>There are also bus stops located on High Street (Edmund Close) in Milton, which are located 1.1km east of the site and are accessed from Butt Lane and the footbridge. The southbound stop is equipped with a shelter and seating, timetable information and raised kerbs and the northbound stop is post only with timetable information and raised kerbs. Route No. 9 provides a service between Cambridge Bus Station and Ely/Littleport between 07:30 – 18:16.</p> <p>The nearest Guided Busway stop is located at the Science Park, approximately 2.5km south of the site and services operate approximately 06:00-00:00 on weekdays, 06:30-00:00 on Saturdays and 09:00 to 18:00 on Sundays. The Milton Road Park & Ride provides a service between the Science Park and Milton Road making the Guided Busway a realistic mode choice.</p> <p>The site is located approximately 2.8km north of Cambridge North railway station, which is a ten-minute cycle. Cambridge North station provides direct trains to London Kings Cross, Ely, Norwich, Stanstead Airport and London Liverpool Street. Services arriving at Cambridge North start at 05:30 with the last departure at 23:50.</p>
<p>Preference for another potential site</p>	<p>The site at Milton was selected following a rigorous search and evaluation of the available options. It is considered the most suitable and will have the least impact on the Green Belt.</p> <p>The site area was defined by a number of operational requirements and needed to be</p>

	<p>large enough to accommodate an increase in the number of cells to 24. Custody facilities must be single storey, which means that a good proportion of the site area required will be taken up by the new custody suite.</p> <p>Other sites that we have considered were not available within the timescale required and are also in the Green Belt.</p>
<p>Drainage</p>	<p>Some respondents highlighted existing pressures on the local drainage systems around the site, noting that they are prone to flooding.</p> <p>The issue of drainage has been fully discussed with the Lead Local Flood Authority and other necessary authorities and we are proposing to discharge run-off via/to separate networks.</p> <p>The proposed design is expected to provide a significant improvement on the flows that currently enter the surrounding ditches from the greenfield site therefore reducing the flood risk.</p> <p>We will also be enhancing the site through the introduction of sustainable urban drainage systems (SUDS).</p> <p>There will be a full set of information submitted to the Council as part of the planning application. And what we are doing will be considered by the Council - and the local flood authority and environment teams will comment.</p> <p>In correspondence held to date, the South Cambridgeshire Drainage Team has said that they welcome the measures we're proposing to limit the flow from the site, reducing the risk of flooding downstream.</p>
<p>Increase local policing</p>	<p>There were comments from those that took part who either were concerned that the proposals would reduce the amount of local police on the streets or that there should be more policing in local communities.</p> <p>These proposals will not affect local policing in Cambridge and the government's initiative to recruit 20,000 police officers nationwide will result in an increase staff force for Cambridgeshire Constabulary.</p>
<p>Access to the site</p>	<p>There were several comments querying the access to the site across a variety of modes of transport.</p> <p>The site is served with good access points from Butt Lane for cars and pedestrian. Cyclists will be able to get to Milton via National Cycle Network Route 51 and Route 11. The site is</p>

	<p>also near the Milton Road Park & Ride facility and four bus services provide frequent services to the site and surrounding area.</p>
Lack of cycling for staff	<p>There were comments that there were too few parking spaces provided for the police force. Transport studies for the development have shown that at most for any shift, 15% of staff will be cycling to work and therefore the 30 cycling spaces provided will be more than adequate with the stands being located close to the building entrance.</p>
Increase cell capacity	<p>The comments received were conflicting with some feeling that there was not a need for more cells for detainees and others that the proposals should contain more cells.</p> <p>The need for more cells has been supported by reports which indicates that the number of cells at Parkside is currently inadequate to meet demand. In order to 'futureproof' the site, the proposals include the ability to expand the number of cells on the site by a further 8.</p>
Green roof	<p>The roof areas are utilised for M&E plant and access so minimal opportunity exists for using the roof as green areas.</p> <p>We also have the opportunity to invest in the landscape buffers and swales that provide a more diverse opportunity for habitat creation. The green roof does not represent a value for money in terms of benefit / cost.</p>
Improve the city centre station instead of this proposal	<p>There were comments querying why the city centre station could not be upgraded.</p> <p>A Home Office Inspection of Parkside concluded that the facilities continue to provide inadequate space and the condition of the building is deteriorating despite intermittent repairs.</p> <p>Extensive remodelling could improve the custody, however due to limitations of the current building and its structure this would not be possible. The function of Parkside is not aligned with the adopted Police Operational Model.</p>
City centre police station	<p>Despite the commitment in the display materials to delivering a city centre police station to replace Parkside, a number of residents made calls for this to be confirmed.</p> <p>The Constabulary and OPCC confirms that they are committed to providing a new police station in the city centre. This will focus on the priorities received in feedback from last year's public survey:</p>

	<ul style="list-style-type: none">• Help to deliver city centre policing through our community policing team, who will be based at this station.• Maintain a public facing enquiry office for members of the public to access information, speak to officers, and report crime.• Providing an overseas registration service at the station when required. <p>The new station will provide the full facilities required to support our neighbourhood team and our public facing enquiry office. For the public, while the station will not be the same size as the current Parkside station, there will be no change to the service they currently experience at Parkside.</p> <p>The Constabulary is currently reviewing the options in Cambridge city centre that would be suitable for the new city centre station, including looking at how best we can work with our public sector partners. They are aiming for the new police station to be within the same area as Parkside Police Station, however, this depends on available options for sites in the city centre.</p> <p>It is expected that the public enquiry office will be open between 8am and 8pm Monday to Sunday excluding bank holidays, with out of hours contact provided by an external phone. This is the same as the current service at Parkside.</p>
--	---