

ENVIRONMENT SCRUTINY PANEL

**THURSDAY 16 APRIL 2009
7.00 PM**

Bourges/Viersen Room - Town Hall

AGENDA

	Page No
1. Apologies for absence	
2. Declaration of Interests	
3. Whipping Declarations	
4. Minutes of the meeting held 5 March 2009	1 - 2
5. Long Term Transport Strategy	3 - 8
6. Members Waste and Recycling Task and Finish Group	9 - 14
7. Concessionary Bus Fares	15 - 24
8. Forward Plan	25 - 38
9. Executive Decisions	39 - 44
10. Feedback and Update Report	45 - 48



There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact Martin Whelan on 01733 452323 as soon as possible.

Committee Members:

Councillors: P Kreling (Chairman), D Morley (Vice-Chairman), C Day, R Dobbs, J A Fox, N North and P Thacker

Substitutes: Councillors: C Ash and D Day

Further information about this meeting can be obtained from Martin Whelan on telephone 01733 452323 or by email – martin.whelan@peterborough.gov.uk

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MINUTES OF A MEETING OF THE ENVIRONMENT SCRUTINY PANEL HELD ON THURSDAY 5 MARCH 2009 AT THE BOURGES/VIERSEN ROOM - TOWN HALL

Present: Councillors P Kreling (Chairman), D Morley (Vice-Chairman), C Day, R Dobbs, J A Fox, N North and P Thacker

Also Present: Councillor JR Fox

Officers Present: David Denson – Head of Operations
Annette Joyce – City Centre Director
Louise Wilcox – Senior Recreation Officer
Paulina Ford – Scrutiny Officer
Martin Whelan – Senior Governance Officer
Amy Brown – Legal Advisor

1. Apologies for Absence

There were no apologies for absence.

2. Declarations of Interest and Whipping Declarations

There were no declarations of interest or whipping declarations.

3. Minutes of the meeting held 15 January 2009

The minutes of the meeting held 15 January 2009 were approved as a true and accurate record.

4. Provision of Formal Play and Recreation Facilities

The Panel received a report on the provision of formal play and recreation facilities in the city. The Head of Operations outlined the changes over the last couple of years in relation to the provision of play facilities within the city.

The Panel made the following comments

- Clarification as to why European Standards were being used instead of British Standards. Officers confirmed that the European Standards had been adopted by the British Parliament as British Standards.
- Cllr Fox asked whether it would be possible for the upgrade of the Werrington Skate Park to be funded through the capital programme. Officers confirmed that whilst this was a possibility other funding opportunities would be sought to maximise the opportunities. Cllr Fox also requested a breakdown of the funding arrangement for all completed, and projected projects.
- Cllr Thacker sought clarification on the timescales for the provision of a new play facility in South Werrington/North Gunthorpe. Officers confirmed that a new facility was planned during phase 2 of the play builder scheme (April 2009-March 2010), although it was noted that it was hoped to complete the bulk of the works prior to the summer holidays.
- Clarification was sought on the susceptibility of the facilities to litigation as a result of accidents. Officers advised that there is a rigorous inspection regime, and that the number of claims was very low.

5. Executive Decisions

The Panel noted Cllr Day's ongoing concerns with regards to the increased levels of traffic that would be generated by the PREL application.

6. Forward Plan

The Panel noted the forward plan.

7. Agenda Plan

The Panel noted the Agenda Plan

The meeting began at 7.00 and ended at 7.30.

CHAIRMAN

ENVIRONMENT SCRUTINY PANEL	Agenda Item No.
16 APRIL 2009	Public Report

Report of the Executive Director - Operations

Report Author – Mark Speed

Contact Details – mark.speed@peterborough.gov.uk Tel. 01733 317471

Long Term Transport Strategy

1. PURPOSE

To explain the background, purpose and the way forward for the Long Term Transport Strategy for Peterborough City Council

2. RECOMMENDATIONS

To note the content of the report and feedback any questions or queries the panel may have regarding the Long Term Transport Strategy.

3. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT

- 3.1 There are many links and shared objectives in the Corporate Plan, Core Strategy, Sustainable Community Strategy and Local Area Agreement which are related to, or reliant on transport solutions. The Peterborough Local Term Transport Strategy (2010-2026) will consider the requirements of all of these documents and provide a way forward in regards to transport improvements required to meet Peterborough City Councils growth aspirations.

4. BACKGROUND

- 4.1 Peterborough has been growing faster than at any time in the last 15 years and has confirmed its intention to continue growing. The London-Stansted-Cambridge Growth Corridor was extended in 2004 to include Peterborough. The focus has very much been on growth and this is reflected in the new Community Strategy, and the Council's Corporate Priorities.
- 4.2 The Integrated Growth Strategy (IGS) has identified a land-use strategy for Peterborough that would increase housing supply within Peterborough by at least 25,000 houses and employment by 20,000 jobs between 2001 and 2026. The IGS also undertook a preliminary transport assessment of the IGS strategy to demonstrate that the land-use strategy could be achieved. The Long Term Transport Strategy will demonstrate how best the land use strategy should be accommodated and take forward the transport recommendations from the preliminary transport assessment.
- 4.3 Without the development of an overarching transport strategy, there are several risks to the City:
- Without a clear long term transport strategy, there is a danger that the wrong transport projects would be promoted, which will not support the “right type of growth” in the city;
 - Without a strategy, it will be more difficult to make a compelling case for government and other public sector investment in the city; and

- Without a strategy, there will be reduced opportunity to influence long-term service planning of other PCC Directorates and other public sector agencies, which could result in negative spatial implications and increased negative demands on the transport network.

4.4 The development of a Long Term Transport Strategy will:

- Provide the opportunity for transport issues to be taken fully into account in refining the Local Development Documents for the city (ie for transport to influence wider spatial planning policies);
- Support the Environmental Capital designation and inform the low carbon agenda;
- Ensure that transport influences, and is influenced by, wider community and corporate planning within the City;
- Ensure that long-term spatial and behavioural patterns are taken into account in planning future travel and transport provision in the city (eg sustained housing and employment growth, continued in-migration, global warming and flood risk, ensuring social cohesion);
- Ensure that the wider sub-regional influence of Peterborough is taken into account in catering for future cross-boundary travel patterns;
- Ensure effective engagement with an appropriate set of stakeholders. This is required to ensure support for the principles of the strategy, as well as alignment of policy, strategy and delivery plans amongst public-, private- and voluntary sector agencies;
- Provide the evidence base and policy framework to support future cases for transport investment in the city (major scheme bids, regional funding allocation, future growth area funding etc);
- Ensure that the full range of potential future funding opportunities is explored, including capitalising on the full potential of Developer Contributions;
- Ensure that policy aligns to current high level transport related thinking such as the Eddington Report and changes such as the Local Area Agreement approach.

4.5 Work Currently in Progress

The Long Term Transport Strategy with Peterborough City Council has been developing as shown in figure 1 below. It has now reached a stage where engagement with stakeholders is required. It was decided that the Transport Partnership would be used as the stakeholder group as it contains a wide range of people from different backgrounds and areas all with a stake in transport related issues.

4.6 Policy Framework

The first stage was to identify the Policy Framework which would influence the Long Term Transport Strategy. A review of current policy was conducted. National, regional and local policies as well as the links between them were examined. It total twenty five documents have been reviewed. The documents have been reviewed to identify relevant policies (or where appropriate goals, priorities or objectives). Where a document does not include specific transport policies the overarching policy have been identified.

- 4.7 The policy review highlights the challenges facing Peterborough and the complex range of issues which will need to be taken on board during the development of the LTTS. The review also illustrates that the local planning and policy documents are aligned with those of the region and, importantly, that Peterborough has been proactive in prioritising the climate change agenda and as such is already well placed to deliver against the goals and challenges emerging from Towards a Sustainable Transport System.

4.8 Problems, Issues and Opportunities

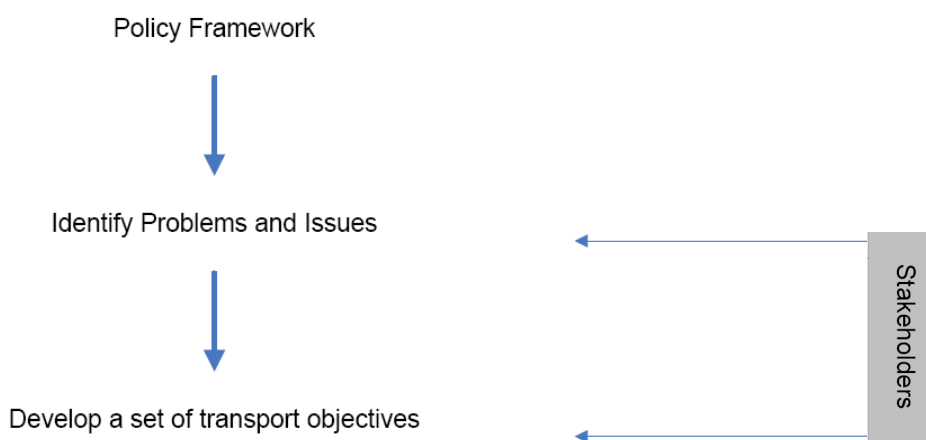
This section of the Long Term Transport Strategy examined the existing transport network by mode in the city. The report highlights problems and issues on the network. It shows that transport is a key strength for Peterborough. Future years demand showed that traffic growth is likely to be

a combination of increasing car ownership, increasing propensity to make car trips and housing growth. The major problem/issue that needs to be addressed by the LTTS is traffic growth.

- 4.9 Traffic growth during the Am peak hire is forecast to grow by 37% from the 2006 base of 43,777 trips to 60,113 trips by 2026 with Travelchoice measures in place. Without Travelchoice the number of Am peak hour is forecast to grow to 65,893 by 2026 an increase of 51% on the 2006 base figure. The impact of this traffic growth has been tested using the Peterborough Transportation Model.

Note. The LTTS Objectives, Problems, Issues and Opportunities Policy Framework will be explained and discussed in detail at the scrutiny meeting

Figure 1 Work Currently in Progress.



5. KEY ISSUES

- 5.1 The Long Term Transport Strategy will deliver the following:

- The basis of Local Transport Plan Three
- The basis of future transport bids
- A prioritised and costed list of transport infrastructure schemes and programmes including park and ride
- A set of transport policies to deliver the growth agenda
- Progress towards Environment Capital aspirations

- 5.2 As the Long Term Transport Strategy will deliver on the key aspects above it is important that all key stakeholders are involved and that no aspects are forgotten as the Long Term Transport Strategy will be such a key document.

Note: The Long Term Transport Strategy has implications for the whole of Peterborough.

6. CONSULTATION

- 6.1 The Long Term Transport Strategy is building on the extensive consultation undertaken as part of the Growth Agenda, Integrated Growth Strategy, Local Development Framework, Core Strategy, Local Transport Plan 2 as well as other transport studies and corporate papers.
- 6.2 The Transport Partnership which includes GPP and OP has been consulted throughout the development of the Long Term Transport Strategy and a Transport Partnership Board LTTS Workshop has been arranged for the 1st April 2009. This workshop will engage on:

- Problems and issues
- LTTS Objectives
- Draft Appraisal Framework

An update on the outcomes of this workshop will be given verbally at the Environmental Scrutiny Panel meeting on the 16th April 2009.

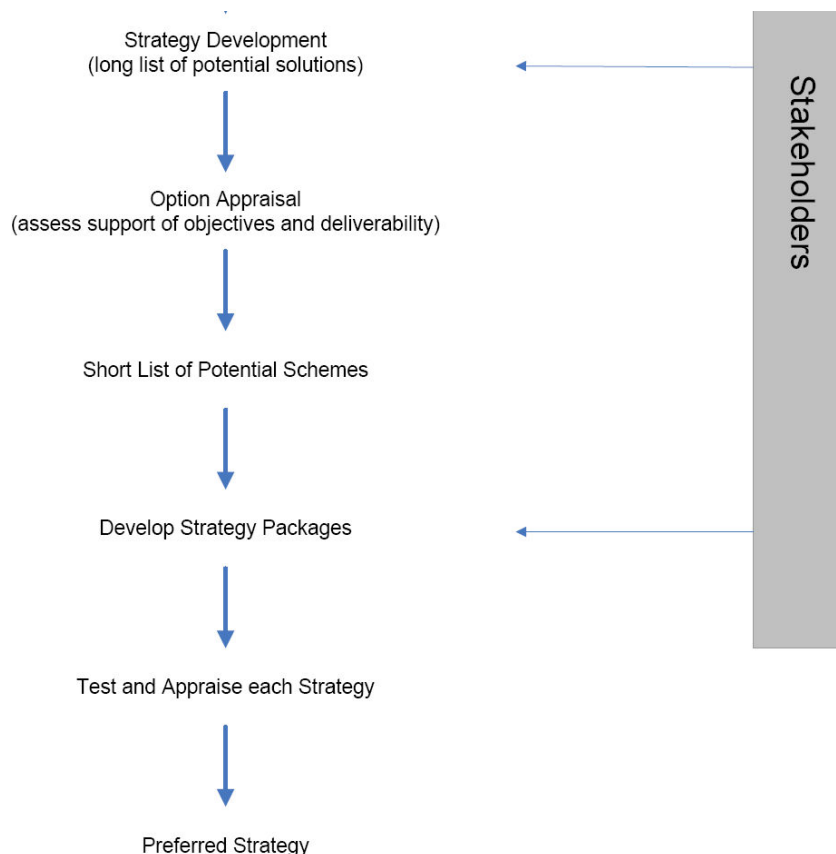
7. EXPECTED OUTCOMES

- 7.1 It is expected that the Environment Scrutiny Panel will consider the report and then provide feedback and recommendations concerning the current work programme and the future development of the Long Term Transport Strategy.

8. NEXT STEPS

- 8.1 Once the transport objectives of the Long Term Transport Strategy have been agreed the next stage is strategy development where a list of potential solutions will be given. An option appraisal will then assess this list of potential solutions against a number of criteria to create a short list of strategy packages. The shortlist of strategy packages will be assessed in greater detail and from this the preferred strategy will be developed. The process is shown in figure 2 below.

Figure 2 Next Step for the Project.



9. BACKGROUND DOCUMENTS

No background documents

10. APPENDICES

No appendices

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ENVIRONMENTAL SCRUTINY PANEL	Agenda Item No.
16TH April 2009	Public Report

Report of the Executive Director – Strategic Resources

Report Authors – Mike Brown, Head of Integrated Waste Strategy and Margaret Welton, Principal Lawyer (Waste 2020 Programme)

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MEMBERS WASTE AND RECYCLING TASK AND FINISH GROUP

1. PURPOSE

1.1 This report is submitted to Environment Scrutiny Panel to consider and agree to setting up a Task and Finish Group as detailed in the report in line with paragraph 7.7.1(b) of Part 3, Section 7 and paragraph 17 of Part 4, Section 8 (Setting up Task and Finish Groups) of the Council's constitution.

1.2 Under paragraph 8.1 of Part 4, Section 8 (Scrutiny Procedure Rules) of the constitution any Member may require that an item be placed on the agenda of a Scrutiny Panel. The Leader of the Council and Cabinet Member for Environment have both requested that this matter be placed before the Environment Scrutiny Panel.

1.3 This report is for Environment Scrutiny Panel to consider as part of its terms of reference set out in paragraph 4.5.10 of Part 3, Section 4 of the constitution which states that this Panel can "review any issues that the Panel considers appropriate or any matter referred to it by the Executive, Scrutiny Committee or Council and report back to the body which referred the matter".

2. RECOMMENDATIONS

That Environment Scrutiny Panel agrees:-

- 2.1 to setting up a Members Waste and Recycling Task and Finish Group that will provide advice, scrutiny and overview on the delivery of the Waste 2020 Strategy and other relevant waste/environmental management functions associated to the Waste Collection and Disposal Authority (WDA and WCA);
- 2.2 the names of the Members nominated by Environment Scrutiny Panel and where appropriate Group Leaders that are to be included on the Group;
- 2.3 that the Cabinet Member for Environment shall be permitted to attend that Group in an advisory/consultative capacity;
- 2.4 the purpose of the Group, the terms of reference and other details that are set out in Annex 1 of this report and the Working Arrangements for the Group as set out in paragraphs 5.11 to 5.17 of this report;
- 2.5 the regularity with which the Panel would wish the Group to report periodically to it noting that the Group has to report back when the whole of its work in relation to recommendation 1 is finished; and
- 2.6 to note that subject to the Environment Scrutiny Panel agreeing to the above recommendations that the Leader of the Council intends to take an executive decision to disband the current Members Waste and Recycling Party.

3. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT

3.1 To deliver a safer, cleaner and greener Peterborough by sharing best practice and innovative technologies for the benefit of the people of Peterborough.

4. BACKGROUND

4.1 On 21st January 2003 the former Leader of the Council decided –

(a) that a working party (Waste Recycling Working Party) would be formed of Members and Council officers with responsibility for Waste and Recycling (WDA and WCA) functions;

(b) the outline of the terms of reference would be –

- to investigate, consider and evaluate options for achieving the waste reduction and recycling targets laid down in legislation;
- to assist officers in preparing a report on waste collection options for consideration by the Cabinet Member for Environment, the Leader of the Council and Cabinet;
- to consider waste processing and treatment options and make recommendations on these options for consideration as in the preceding bullet point.

4.2 The key milestone for setting up the original Waste and Recycling Working Party was as a channel of advice and feedback to the Cabinet Member for Environment following a referral from All Party Policy in late 2002.

4.3 On 28th February 2007 Council considered the Waste 2020 item and resolved, amongst other things, to note that the Members Working Party would continue to be consulted by the Cabinet Member for Environment during the implementation of the integrated solution to waste management.

4.4 On 17th January 2008 the Leader of the Council made a decision to delegate certain matters to the Chief Executive in relation to the continued development Peterborough City Services (Implementation of the Waste 2020 Programme) and noted in his report that the Waste Programme Board (which has responsibility for overseeing the waste management strategy) would liaise with the Members Waste and Recycling Party to ensure cross party support for the future delivery of the strategy.

4.5 The Leader and Cabinet Member for Environment are both keen to continue to engage cross-party and to obtain support across all parties throughout the Waste 2020 Strategy and to ensure that robust and effective scrutiny continues to take place.

4.6 Having originally set up the Waste and Recycling Party as an advisory group in 2003, they would wish to re-position the Group under the Scrutiny area as it would be more appropriate for it be placed there. This is the reason for the request to Environment Scrutiny Panel that the Waste and Recycling Party be set up under the Scrutiny banner because it would recognise the advisory, scrutiny and overview nature of the Group in relation to a wider remit.

4.7 If the Environment Scrutiny Panel agrees to setting up this new Members Group then the Leader of the Council will formally disband the Waste and Recycling Working Party that was set up in 2003 (by an executive decision following the meeting of this Scrutiny Panel).

5. KEY ISSUES

5.1 Establishing a new Members Working Group (Aims and Objectives)

5.2 For the reasons stated under paragraph 4 above, the Environment Scrutiny Panel is being requested to consider and agree to setting up a Task and Finish Group which it is suggested be called the Members Waste and Recycling Task and Finish Working Group.

5.3 It is intended that this new Group –

- plays an integral role in the monitoring, scrutinising and over-viewing the delivery of the Council's Waste 2020 Strategy as agreed by Council on 28th February 2007 and subsequent decision of the Leader on 17th January 2008;
- investigates, considers and evaluations further options for achieving the waste reduction and recycling targets set by legislation;
- assists officers in preparing reports on waste collection and service delivery options for different materials for consideration by the Cabinet Member for Environment, the Leader of the Council and Cabinet;
- considers waste minimisation campaigns and promotions that will reduce waste arisings and maximise waste recycling and recovery and make recommendations on these options for considerations as detailed above; and
- is consulted by the Cabinet Member for Environment and the Waste Programme Board (Waste 2020 Steering Group) during the implementation of the integrated solution for waste management (Waste 2020 Programme).

5.4 As Members of Environment Scrutiny Panel will be aware under paragraph 7.7.1(b) of Part 3, Section 7 and paragraph 17 of Part 4, Section 8 of the constitution, this Panel can choose to set up a Task and Finish Group to consider any matter within the Panel's terms of reference. Such a Group has to keep the Environment Scrutiny Panel informed on the review and/or development being undertaken and produce a report to the Panel at the end of the review. At the end of its purpose, the Environment Scrutiny Panel will disband it once it has considered the Group's final report.

5.5 Such a Group can normally, however, only be established where the matter cannot be undertaken by a relevant Scrutiny Panel. It will be for Environment Scrutiny Panel to consider whether the work of any such proposed Group can be achieved by the Panel as a whole. It is suggested that because of the amount of work involved in the Waste 2020 Strategy and the detailed and specialist nature of that work (which will involve training up Members in the relevant concepts of waste management) it would be more appropriate to have a Task and Finish Group in the form recommended in this report.

5.6 Membership of the Group

5.7 Any decision by Environment Scrutiny Panel must agree the membership of the Task and Finish Group. Each Task and Finish Group can itself co-opt no more than two non-elected members to serve on the Group.

5.8 Terms of Reference

5.9 Under paragraph 7.7.1 of Part 3, Section 7 and paragraph 17 of Part 4, Section 8 of the constitution, when setting up a Task and Finish Group a Scrutiny Panel will need to set out the terms of reference for, and purpose of, the Group.

5.10 The suggested terms of reference for, and the purpose of, the new Group are set out in Annex 1 to this report for Environment Scrutiny Panel's consideration.

5.11 Working Arrangements of the new Group

5.12 Arrangements for Task and Finish Groups tend to be informal. However, it is suggested that because of the high profile and high interest nature of the Waste 2020 Strategy the following arrangements apply –

5.13 Agenda Management

5.14 For practical purposes, all requests for agenda items will be directed to the Head of Integrated Waste Strategy who will liaise with the relevant group representative to agree the quarter's agenda plan. Requests should be submitted at least 14 days before the meeting.

5.15 Membership and Quorum

5.16 The membership of the Group is based on at least a representative of each of the recognised political groups to ensure that cross party involvement and support continues with the Cabinet Member attending in a consultative and/or advisory capacity. The Group to be chaired by the Head of Integrated Waste Strategy as the most senior waste professional in the Council and the leader for delivery of the Waste 2020 Strategy.

5.17 At least a minimum of three elected Members should normally be present for all meetings. On rare occasions that less than three elected Members are able to attend, it would be up to the Chair to determine whether the meeting should go ahead or be re-scheduled.

6. IMPLICATIONS

6.1 It is considered that it would be more appropriate to set up a new Group under the Scrutiny banner as explained in this report. If this does not occur then the old Group set up in 2003 could continue as an advisory group but as it is some time since it was established it is appropriate that its status, purpose, terms of reference be reviewed. If the old Group continues as an advisory Group this could lead to duplication of effort with any Group set up to scrutinise the same matters.

6.2 A new and Group approach under the Scrutiny banner enables a co-ordinated effort from Members.

7. CONSULTATION

7.1 There has been cross party discussion with the Members of the current Waste and Recycling Party, the Leader of the Council and Cabinet Member for Environment.

7.2 Legal Services has been consulted and is one of the authors to this report.

8. EXPECTED OUTCOMES

8.2 The expected outcomes are set out in the recommendations contained in this report and as outlined in paragraphs 6.1 and 6.2 of the report.

9. NEXT STEPS

9.1 Following Environment Scrutiny Panel's agreement to the recommendations contained in this report, arrangements will be put in hand (i) by the Leader of the Council for an executive decision to be made to disband the existing Group and (ii) by the Head of Integrated Waste Strategy for meetings of the new Group to commence.

10. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

10.1 Executive decision by the Leader of the Council on 21st January 2003 – formation of Waste and Recycling Working Party

10.2 Resolution by Council on 28th February 2007 – doing nothing is not an option (Waste 2020 Strategy)

10.3 Executive decision by the Leader of the Council on 17th January 2008 – continued development Peterborough City Services (implementation of Waste 2020 Programme)

11. APPENDICES

11.1 Annex 1 of this report – Terms of Reference

ANNEX 1

MEMBERS WASTE AND RECYCLING TASK AND FINISH GROUP PURPOSE AND TERMS OF REFERENCE:

Purpose of the Group:

The Group will provide a channel of advice and feedback to the Environment Scrutiny Panel.

In undertaking this, the Group will:-

1. play an integral role in the monitoring of the delivery of the Council's Waste 2020 Strategy as resolved by Council on 28th February 2007 actioned by the Leader's decision made on 17th January 2008 and other relevant waste/environmental management functions associated with the Waste Collection and Disposal Authority (WCA and WDA);
2. investigate, consider and evaluate further options for achieving the waste reduction and recycling targets set by legislation;
3. assist officers in preparing reports on waste collection and service delivery options for different materials for consideration by the Cabinet Member for Environment, the Leader of the Council and Cabinet;
4. consider waste minimisation campaigns and promotions that will reduce waste arisings and maximise waste recycling and recovery and make recommendations on these options for consideration as detailed in 2 above; and
5. be consulted by the Cabinet Member for Environment and the Waste Programme Board (Waste 2020 Steering Group) during the implementation of the integrated solution for waste management (Waste 2020 Programme).

Authority

The Group will work in an advisory/scrutiny/over-viewing capacity and make recommendations to the Environment Scrutiny Panel who in turn will make recommendations to the relevant Cabinet Member(s), the Leader of the Council and/or Cabinet.

In particular, the Group has –

- no decision-making powers; or
- no policy making powers.

Membership

The Group is made up of at least one representative from each of the recognised political groups with the Cabinet Member for Environment attending in an advisory/consultative capacity.

The Group will normally have a quorum of three elected Members. However, if less than three are able to attend, the Head of Integrated Waste Strategy will have discretion to determine whether the meeting goes ahead or is re-scheduled.

Chairman

The Group will be chaired by the Head of Integrated Waste Strategy.

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ENVIRONMENT SCRUTINY PANEL	Agenda Item No.
16 APRIL 2009	Public Report

Report of the Executive Director - Operations

Report Author – Teresa Wood, Group Manager - Accessibility and Travel
Cathy Summers, Team Manager - Passenger Transport Contracts and Planning

Contact Details – Tel: 317451
Tel: 317463

CONCESSIONARY BUS FARE SCHEME UPDATE

1. PURPOSE

The purpose of this report is to detail the future of the council's Concessionary Travel Scheme.

2. RECOMMENDATIONS

2.1 Considering the negative budget variance (as detailed at 5.2) Scrutiny Panel to recommend the following to the Cabinet Member for the Environment:

- no change is made to the concessionary bus fare Scheme in Peterborough at this time;
- undertake a further review should additional funds be provided to enhance the Scheme; and/or
- consideration to be given to trialling an enhanced Scheme for a period of one, three, six or twelve months to ascertain usage and true costs prior to making a decision on a permanent enhancement to the current Scheme.

3. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT

The number of concessionary passenger journeys directly relates to the number of bus passenger journeys which in turn impacts on National Indicator 177 of the Local Area Agreement.

4. BACKGROUND

- 4.1 Prior to 1 April 2006, a county wide half price Scheme was offered to eligible residents in Peterborough with no time restrictions. From 1 April 2006, following changes to legislation this was changed to free fares within district which was subsequently amended to free fare within the Peterborough and Cambridgeshire districts from 1 October 2006. Both of these Schemes restricted the time in which pass holders could use their passes.
- 4.2 Following changes to legislation the council had a statutory requirement to offer free fares on local bus services in England. From 1 April 2008, the Scheme offered to eligible residents in Peterborough is free travel on all bus journeys within England from 9.30am-11pm Monday to Friday and all day Saturday, Sunday and Bank Holidays.
- 4.3 Blind or visually impaired pass holders have had no time restrictions on the use of passes prior to 1 April 2006 to date.
- 4.4 At Environment Scrutiny Panel on 20 September 2008 it was agreed to receive a further report on extending the Scheme:
- widening the Scheme from 9.30am to 9.00am

- offering reduced fares between 9.00am and 9.30am

It was subsequently agreed with the then Director of Environment and Community Services to widen the scope of the review to include:

- Complete removal of time restrictions;
- Free travel on Local Link services at all times;
- Consider if the above options should be available for all pass holders or particular groups eg disability pass holders only.

Further to this, at the Council meeting on 10 December 2008, the Cabinet Member for Environment was asked to consider allowing carers of disabled people who qualify for concessionary bus travel to travel for free whilst accompanying the person in their care. It was agreed that officers would investigate costs associated with offering a 'Companion Pass' and the detail on this is covered by this report.

5. KEY ISSUES

Funding

- 5.1 From 1 April 2006 bus operators and neighbouring district authorities entered into a partnership which involved some operators receiving capped payments and authorities committed to paying agreed annual payments. This arrangement limited the costs of the Scheme to the council. This arrangement ceased on 31 March 2008 and bus operators are no longer willing to cap the payments they receive. From 1 April 2008, reimbursement to operators is demand driven, but the additional funding the council receives from central government is fixed until 2010-11. Funding levels from 2011-12 onwards are yet to be determined. The table below details funding to 31 March 2011.

2008-09	2009-10	2010-11
£716,775	£731,680	£753,966

- 5.2 The table below gives the current budget situation for 2008-09.

Total budget 2008-09	1,982,383
Forecast expenditure	2,911,115
Nett variance	-928,732
Total budget income 2008-09	
Total budget income 2008-09	747,000
Forecast income	758,683
Nett variance	11,683
Overall variance	917,049

Note: Improvements to the bus network and any operator increasing the fares charged will impact on the above figures.

- 5.3 Population forecasts indicate a growth in people aged over 60 in the forthcoming years. This growth is due to what is commonly known as "the baby boomers". In addition, allowance needs to be made for increases in bus operators' fares that would occur naturally. Projected expenditure for forthcoming years, in bus operator reimbursements alone (therefore not included ancillary costs such as issuing passes) is as follows:

2009/10	2010/11	2011/12
£3,256,408	£3,516,921	£3,798,274

These projections are for delivery of a Scheme as it remains at present. Any enhancement to the Scheme will, in all probability, require increased reimbursement to bus operators.

Complete removal of the time restrictions

- 5.4 Whilst a number of local authorities have removed time restrictions, very few have divulged costs. It is most likely these will be more readily available after the close of the financial year. Of the increased costs obtained, these vary from 2.2% to 13%. The impact these increases will have on the existing projected costs are:

	2009/10	2010/11	2011/12
Projected costs based on existing Scheme	£3,256,408	£3,516,921	£3,798,274
2.2%	£3,328,048	£3,594,293	£3,881,839
13%	£3,679,741	£3,974,120	£4,292,049

- 5.5 Operators should be “no better or no worse” off as a result of the Scheme. Therefore, should they incur any additional costs associated with the Scheme, the council would be liable to reimburse operators for these costs. For the existing Scheme, the council has negotiated that bus operators accept liability for the vast majority of these additional costs. However, any variation to the Scheme will see operators seeking a revision to the current arrangements. As many bus services are currently operating at full capacity during the morning peak, it is envisaged that bus operators would seek additional cost claims for providing additional capacity (ie larger buses). No research has currently been undertaken into this aspect.

It should be noted that Norwich City, as opposed Norfolk as a whole, have recently announced that they are to move the start time of their scheme back from 8.30 am to 9.30am from April 2009. It is understood that the reason behind this is increased cost.

Widening the current Scheme from 9.30am to 9.00am

- 5.6 It is very difficult to determine how many concessionary pass holders will adjust their travelling pattern and make a journey they are currently making after 9.30am between 9.00am and 9.30am if the Scheme was enhanced in this way. There would not be any increased cost to the Scheme for passengers adjusting their travelling patterns in this way. It is equally difficult to determine how many passengers will make new journeys if the Scheme were adjusted in this way. No information from local authorities changing the Scheme in this way was available. However, it is most likely to be less than the additional costs for complete removal of the time restrictions. As a rough guideline only costs for 1% and 7% are detailed below. It should be noted that, there is currently no evidence on which these additional costs are based. Norfolk has changed their time restrictions to commence at 8.30am and increased cost information may be available from them following the close of the financial year. As a neighbouring authority, and to make understanding of the Scheme easier for concessionary pass holders, it may be worth considering widening the Scheme from 9.30am to 8.30am.

	2009/10	2010/11	2011/12
Projected costs based on existing Scheme	£3,256,408	£3,516,921	£3,798,274
1%	£3,288,972	£3,552,090	£3,836,256
7%	£3,484,356	£3,793,105	£4,064,153

Again, operators would be able to claim additional cost claims. However, it may be possible to negotiate for operators to accept liability for these additional costs with a partial enhancement of the Scheme.

Reduced fares between 9.00am and 9.30am

- 5.7 A 50% reduced fare between 9.00am and 9.30am would result in 50% increase in the costs mentioned at the table in 5.6 above. However, it is envisaged that all bus operators would submit an additional cost claim for reprogramming ticket machines if the Scheme were enhanced in this way. It may also be likely that some bus operators' ticket machines will not have enough functions to enable recording of full fares before 9.00am, reduced fares between 9.00am and 9.30am and free fares after 9.30am. In addition, this type of enhancement is not likely to be

welcomed by bus operators as they would view this type of enhancement as confusing for concessionary bus passengers and bus drivers. As bus operators are only obliged to take part in the statutory minimum requirement, it may result in some operators not participating in this enhancement to the Scheme, which would further complicate the Scheme for pass holders if some operators were participating in the enhancement and others not.

Free travel on Local Link services at all times

- 5.8 It would not be possible to restrict any enhancement to the Scheme solely to Local Link services. Under the relevant Transport Acts authorities shall be obliged to admit an operator to participate in the Scheme. There are certain exemptions to that obligation, but it would not be possible to exclude commercial bus operators from any enhancements proposed in this document.

Enhancements restricted to particular groups

- 5.9 The current number of concessionary bus passes, split by eligibility criteria is:

Eligibility Group	Passes in Circulation	%
Blind	311	1.3%
Deaf	52	0.2%
Speech	13	0.1%
Walking Difficulties	419	1.8%
Without arms	2	-
Learning Disability	612	2.6%
Driving Licence Refusal	271	1.2%
Age	21,648	92.80%
TOTALS	23,328	100%

Should the enhancements outlined in 5.4 - 5.7 above be restricted to a particular group or groups, the effect on reimbursement costs will be a percentage increase in costs comparable to the percentage of passes in circulation for that particular group or groups.

Companion Passes

- 5.10 It is estimated that for 2009/10 an average pass holder will make concessionary journeys with a cost to the Scheme of £140 per year. If a companion pass is issued to a companion of every pass holder of each disability group, and the travel patterns of that companion pass holder is the same as a standard concessionary pass holder, the estimated additional costs are:

Eligibility Group	Passes in Circulation	Additional Scheme Costs	Additional Card Production Costs
Blind	311	£43,540	£546
Deaf	52	£7,280	£91
Speech	13	£1,820	£23
Walking Difficulties	419	£58,660	£733
Without arms	2	£280	£4
Learning Disability	612	£85,680	£1071
Driving Licence Refusal	271	£37,940	£474

It is strongly recommended that if this type of enhancement to the scheme is proposed, a robust eligibility criteria is in place to establish whether the concessionary pass holder actually has a medical requirement or necessity for a companion to travel with them. This should reduce the costs detailed in the table above, as it is unlikely that every concessionary pass holder in each group will have a medical requirement or necessity for a companion to travel with them. No details are currently available on concessionary pass holders who will have a requirement for a companion and should they have such a medical need, they are currently unlikely to be travelling using a concessionary pass at present. As a rough guideline if there is a further 10% uptake in

each eligibility group and each of those have a medical need for a companion pass, additional costs can be calculated as:

Eligibility Group	Passes in Circulation	A further 10% uptake plus companion pass to each	Additional Scheme Costs	Additional Card Production Costs
Blind	311	62	£8,680	£109
Deaf	52	10	£1,400	£18
Speech	13	2	£280	£4
Walking Difficulties	419	82	£11,480	£144
Without arms	2	0	£0	£0
Learning Disability	612	122	£17,080	£214
Driving Licence Refusal	271	54	£7,560	£95

It should be noted that, there is currently no evidence on which these additional costs are based, they are purely estimations.

In addition, whilst the Department for Transport stipulate the pass design for standard concessionary bus passes, this design is not permitted to be used on any other type of pass, which would include companion passes. It would therefore be necessary to design a separate pass and have this design configured into the card management system in order for them to be printed. Costs for this have not yet been obtained, but it is most likely that these design and set up costs will be less than £1,000.

6. IMPLICATIONS

Customers - Adverse reaction from concessionary bus pass holders requesting changes to the Scheme.

Finance – Any expansion of the Scheme will impact on the current negative variance.

Legal – There are no legal implications should the council chose not to offer concessions outside of the statutory requirements.

Stakeholders/commercial bus operators – There is no statutory requirement for operators to participate in a Scheme that exceeds the statutory minimum requirement. Operators only have to provide the statutory minimum requirement should they choose to do so. In addition, operators who feel they may be prejudicially affected by any changes to a Scheme may appeal to the Secretary of State as detailed in the relevant Transport Acts. Should a bus operator submit an appeal the legal and resource costs to the Council will be considerable. Therefore, bus operators' willingness to participate in a more generous Scheme is crucial to the success of that Scheme.

7. CONSULTATION

- 7.1 To provide an estimation of the costs for both free travel pre 9.30 and companion passes, operators, other local authorities and informal advice from consultants has been sought.
- 7.2 There is very little evidence available to accurately project the effect on reimbursement costs to operate following any changes to the Scheme as outlined in 5.4 - 5.10 above. No authority or consultancy firm approached could provide firm evidence of actual percentage increase in costs as a result of a change to the Scheme.

8. EXPECTED OUTCOMES

8.1 Considering the negative budget variance detailed at 5.2 it is recommended that no change is made to the concessionary bus fare Scheme in Peterborough.

8.2 Should additional funding for the Scheme be allocated in future financial years a further review could be undertaken. It is likely that other local authorities will have firm evidence on cost changes post 31 March 2009 that could be used as a basis for the review. However, it should be noted that each authority's bus network and demographic make up is different and will impact on any operator reimbursement. In addition, other factors such as the number of tourists holding concessionary bus passes visiting individual local authorities is likely to vary considerably across the country. Therefore, whilst evidence from other local authorities can be gathered, it can only act as a guide at best and not be a true representation of cost changes in Peterborough.

Taking into account the restrictions detailed in each of the enhancement detailed at 5.4 - 5.10 above, and also taking into account that by far the most common request to the Accessibility and Travel Group for changes to the Scheme are on the time restrictions, it is recommended that a future review includes:

- Complete removal of the time restrictions
- Widening the Scheme from 9.30am to 9.00/8.30am
- Consider if the above options are trialled for a three, six or twelve month period, publicising and making quite clear to concessionary pass holders in advance, that a trial will take place to assess the increase in costs to the council and should costs be prohibitive the Scheme will revert back to as existing.

8.3 Any change to the Scheme is likely to put further pressure on the adverse variance.

9. NEXT STEPS

Environment Scrutiny Panel should consider whether additional funding for the Scheme can be allocated in future financial years and a subsequent review undertaken when that funding is in place.

10. BACKGROUND DOCUMENTS

Minutes of the Environment and Community Safety Scrutiny Panel meeting - 20 September 2007
Question to Council – 10 December 2008

11. APPENDICES

Appendix A: Costs to increase Scheme - Consultation results with local authorities

Appendix B: Companion passes – Consultation with local authorities

Costs to increase Scheme - Consultation results with local authorities

Local Authority/Consultant	Scheme Times	Percentage/Cost Increase
Lincolnshire (except SKDC)	No time restrictions from 1 July 2008	Estimating 2.2% increase in costs due to move to no time restrictions
Consultants - informal advice provided free of charge	Not applicable	These consultants represent a number of Travel Concession Authorities* and suggest an increase of 13% to move from existing scheme to no time restrictions
Peterborough bus operator		Anticipates 8% increase in costs to move from existing scheme to no time restrictions
Peterborough bus operator		Anticipates 13% increase in costs to move from existing scheme to no time restrictions

*

Suffolk County Council (1992 to date)
 East Sussex County Council (1992 to date)
 Northamptonshire County Council (1993-1995)
 Hampshire County Council (1993 to date)
 Taunton Deane Borough Council (1994-1996)
 Mid Sussex District Council (1994-1997)
 South Somerset District Council (1995)
 Somerset County Council (1995 to 2003)
 Shropshire County Council (1996)
 Essex County Council (1996 to date)
 Wiltshire County Council (1997 to date)
 Bedfordshire County Council (1998 and 2000)
 Dartford Borough Council (2000)
 Kent County Council (2000 to date)
 Gloucestershire County Council (2000 to date)
 Crawley Borough Council (2001)
 Ipswich Borough Council (2001)
 Dorset County Council (2000 to date)
 Poole Borough Council (2002)
 Bournemouth Borough Council (2002)
 Crawley Borough Council (2003)
 Essex County Council (2004)
 Thurrock Council (2004 - 2007)
 Warwickshire County Council (2005 to date)
 Norwich City Council (2005 to date)
 East Lindsey District Council (2005 to date)
 Wiltshire County Council (2006)
 Dacorum Borough Council acting on behalf of the TCAs in Hertfordshire (2006)

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Information on Companion Passes

Local authority	Medical criteria	Charge	Comments
Nottinghamshire	Blind or have severe learning disabilities	No charge for the pass but restrict travel to journeys starting or wholly within the county anyone travelling back from a neighbouring county has to pay for the companions travel	Refusing to issue to under 5's as no fare would be required by the operator for the child and when we do reimburse for concessions it is based on adult fares so the operator could be being paid over generously for these passes.
4 UAs that make up the former Avon area (B&NES, Bristol, North Somerset and South Gloucestershire)		No charge	
Southampton City Council	Unable to travel alone at any time	No charge Travel only applies if the journey starts within the city	We have recently had several people asked to have the companion removed from their pass as bus drivers are refusing travel if they do not have the companion with them. With regards to children we do not issue to under 5's 3% of all passholders have a companion pass
Essex – decision lies with district (Harlow does not issue)	Not clear	No charge	

APPENDIX B

Hertfordshire (10 district councils)	Each district varies	No charge	Some districts only provide to blind and wheelchair users other through an individual medical assessment
Nottingham City Council			Approximately 4,000 companion passes
Tendring District			27,666 passes of which 213 are companion passes
East Devon			Less than 1% of all passholders have a companion pass

PETERBOROUGH CITY COUNCIL'S FORWARD PLAN

1 APRIL 2009 TO 31 JULY 2009

APPENDIX A

FORWARD PLAN OF KEY DECISIONS – 1 APRIL 2009 TO 31 JULY 2009

During the period from 1 April 2009 to 31 July 2009 Peterborough City Council's Executive intends to take 'key decisions' on the issues set out below. Key decisions relate to those executive decisions which are likely to result in the Council spending or saving money in excess of £500,000 and/or have a significant impact on two or more wards in Peterborough.

This Forward Plan should be seen as an outline of the proposed decisions and it will be updated on a monthly basis. The dates detailed within the Plan are subject to change and those items amended or identified for decision more than one month in advance will be carried over to forthcoming plans. Each new plan supersedes the previous plan. Any questions on specific issues included on the Plan should be included on the form which appears at the back of the Plan and submitted to Lindsay Tomlinson, Governance Support Officer, Chief Executive's Department, Town Hall, Bridge Street, PE1 1HG (fax 01733 452483). Alternatively, you can submit your views via e-mail to lindsay.tomlinson@peterborough.gov.uk or by telephone on 01733 452238.

The Council invites members of the public to attend any of the meetings at which these decisions will be discussed and the papers listed on the Plan can be viewed free of charge although there will be a postage and photocopying charge for any copies made. All decisions will be posted on the Council's website: www.peterborough.gov.uk. If you wish to make comments or representations regarding the 'key decisions' outlined in this Plan, please submit them to the Governance Support Officer using the form attached. For your information, the contact details for the Council's various service departments are incorporated within this plan.

NEW ITEMS THIS MONTH:

- Carbon Challenge Site
- Debt Collection
- Fletton Cemetery
- Legal Chambers Service

APRIL - KEY DECISIONS

KEY DECISION REQUIRED	DATE OF DECISION	DECISION MAKER	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	REPORTS
Food Waste Treatment To consider and agree the preferred method of tendering for the treatment of food waste	April 2009	Cabinet Member for the Environment, Councillor Fitzgerald	Consultation will take place with the relevant stakeholders	Jenny Line Project Manager – Waste Management Tel: 01733 453570 jenny.line@peterborough.gov.uk	Public report will be available from the Governance Support Officer one week before the decision is made
Carbon Challenge Site To approve affordable housing grant funding	April 2009	Cabinet Member for Housing, Regeneration and Economic Development, Councillor Murphy	Consultation will take place with relevant stakeholders including ward councillors	Rosemary Woodland Strategic Planning & Enabling Manager Tel: 01733 863798 rosemary.woodland@peterborough.gov.uk	Public report will be available from the Governance Support Officer one week before the decision is made
Refreshed Local Area Agreement (LAA) To sign off the refreshed LAA prior to its submission to the Government Office	April 2009	Leader of the Council and Cabinet Member for Finance and Human Resources, Councillor Peach	Relevant stakeholders and fora including Scrutiny Committee	Richard Astle Director, Greater Peterborough Partnership Tel: 01733 865042 richard@gppp-peterborough.org.uk	Public report will be available from the Governance Support Officer one week before the decision is made

<p>ICT Managed Service To select a partner to deliver ICT services to the Council</p>	<p>April 2009</p>	<p>Cabinet Member for Efficiency and Business Improvement, Councillor Scott</p>	<p>Internal stakeholders as appropriate: ICT staff; HR; Finance; Legal Services; Departmental Representatives</p>	<p>Elaine Alexander Programme Manager – Business Transformation Tel: 01733 317984 elaine.alexander@peterborough.gov.uk</p>	<p>Public report will be available from the Governance Support Officer one week before the decision is made</p>
<p>Shared Services Memorandum of Agreement to deliver revenues and benefits with Luton Borough Council</p>	<p>April 2009</p>	<p>Cabinet Member for Efficiency and Business Improvement, Councillor Scott</p>	<p>Internal stakeholders as appropriate</p>	<p>John Harrison Executive Director – Strategic Resources Tel: 01733 452398 john.harrison@peterborough.gov.uk</p>	<p>Public report will be available from the Governance Support Officer one week before the decision is made</p>
<p>Sale of Surplus Former Allotment Land at Westwood Grange (South of Atherstone Avenue and Portman Close, West of Grange Road and North of Mayors Walk, Peterborough) To authorise the Chief Executive, Executive Director of Resources and Cabinet Member for Efficiency and Business Improvement to negotiate and conclude the sale of this surplus Council asset based on best consideration principles.</p>	<p>April 2009</p>	<p>Cabinet Member for Efficiency and Business Improvement, Councillor Scott</p>	<p>Consultation will take place with relevant stakeholders including ward councillors</p>	<p>Andrew Edwards Head of Strategic Property Tel: 01733 384530 andrew.edwards@peterborough.gov.uk</p>	<p>Public report will be available from the Governance Support Officer one week before the decision is made</p>

<p>Midland Highway Alliance - Junction 8 Parkway Signalisation Project To appoint a contractor for the project</p>	<p>April 2009</p>	<p>Cabinet Member for Efficiency and Business Improvement, Councillor Scott</p>	<p>Internal stakeholders as appropriate</p>	<p>Chris Berry Business Transformation team Tel. 07976 619906 christopher.berry@peterborough.gov.uk</p>	<p>Public report will be available from the Governance Support Officer one week before the decision is made</p>
<p>Lady Lodge Arts Centre Options for the future use of the Lady Lodge Arts Centre site</p>	<p>April 2009</p>	<p>Cabinet Member for Efficiency and Business Improvement, Councillor Scott</p>	<p>Consultation will be carried out with relevant ward councillors</p>	<p>Andrew Edwards Head of Strategic Property Tel: 01733 384530 andrew.edwards@peterborough.gov.uk</p>	<p>Public report will be available from the Governance Support Officer one week before the decision is made</p>
<p>Debt Collection To give authority to award the contract for the authority's debt collection</p>	<p>April 2009</p>	<p>Cabinet Member for Efficiency and Business Improvement, Councillor Scott</p>	<p>Consultation will be undertaken with relevant departments.</p>	<p>Helen Edwards Solicitor to the Council Tel: 01733 452539 helen.edwards@peterborough.gov.uk</p>	<p>Public report will be available from the Governance Support Officer one week before the decision is made</p>

<p>Transfer of Land for Construction of A1073 (Spalding to Eye link) road The approval for the transfer of 18 hectares (44.4 acres) of agricultural land from the Peterborough Farms Estate (Strategic Property) to Peterborough Transportation for the construction of the A1073 (Spalding to Eye link) road. This transfer is expected without claim by the Farms Estate for compensation for the value of the land to be acquired by Highways or for diminution of value of the retained agricultural estate.</p>	<p>April 2009</p>	<p>Cabinet Member for Efficiency and Business Improvement, Councillor Scott</p>	<p>Consultation has been undertaken with PCC Farm Estates, PCC Transportation and Lincolnshire County Council</p>	<p>David Farquhar Head of Environment, Transport and Engineering Tel: 01733 453500 david.farquhar@peterborough.gov.uk</p>	<p>Public report will be available from the Governance Support Officer one week before the decision is made</p>
<p>Fletton Cemetery To approve a preferred supplier for the construction of Italian style Mausoleums at Fletton Cemetery to meet the needs of the community, as existing provision has been fully utilised.</p>	<p>April 2009</p>	<p>Cabinet Member for Efficiency and Business Improvement, Councillor Scott</p>	<p>Extensive consultation has been conducted with the Italian community and as part of the planning application process the wider community. The community will be further consulted with prior to and during the construction phases.</p>	<p>Jon Marsden Bereavement and Sports Services Manager Tel: 01733 863756 jon.marsden@peterborough.gov.uk</p>	<p>Public report will be available from the Governance Support Officer one week before the decision is made</p>

MAY - KEY DECISIONS

KEY DECISION REQUIRED	DATE OF DECISION	DECISION MAKER	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	REPORTS
<p>Integrated Development Programme To set out priorities for infrastructure provision to facilitate growth and regeneration of the city.</p>	May 2009	<p>Cabinet Member for Housing, Regeneration and Economic Development, Councillor Murphy</p>	Relevant stakeholders as appropriate	<p>Shahin Ismail Head of Delivery Tel: 01733 2484 shahin.ismail@peterborough.gov.uk</p>	Public report will be available from the Governance Support Officer one week before the decision is made
<p>Legal Chambers Service To approve the re-tendering for the provision of external legal services</p>	May 2009	<p>Cabinet Member for Efficiency and Business Improvement, Councillor Scott</p>	Consultation will take place with all internal stakeholders as appropriate	<p>Lisa Osborne Project Manager Tel: 01733 452276 lisa.osborne@peterborough.gov.uk</p>	Public report will be available from the Governance Support Officer one week before the decision is made

JUNE - KEY DECISIONS

KEY DECISION REQUIRED	DATE OF DECISION	DECISION MAKER	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	REPORTS
There are currently no key decisions scheduled for June.					

JULY - KEY DECISIONS

KEY DECISION REQUIRED	DATE OF DECISION	DECISION MAKER	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	REPORTS
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There are currently no key decisions scheduled for July.

CHIEF EXECUTIVE'S DEPARTMENT Town Hall, Bridge Street, Peterborough, PE1 1HG

Communications
Strategic Growth and Development Services
Legal and Democratic Services
Human Resources
Policy and Research
Performance and Programme Management
Economic and Community Regeneration
Housing Strategy
Drug Intervention Programme and Drug and Alcohol Team

CITY SERVICES DEPARTMENT Nursery Lane, Fengate, Peterborough PE1 5BG

Property Services
Building & Maintenance
Streetscene and Facilities
Finance and Support Services

STRATEGIC RESOURCES DEPARTMENT Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG

Finance
Internal Audit
Information Communications Technology (ICT)
Business Transformation
Strategic Property
Customer Services

CHILDRENS' SERVICES DEPARTMENT Bayard Place, Broadway, PE1 1FB

Families and Communities
Commissioning and Performance
Learning
Resources

OPERATIONS DEPARTMENT Bridge House, Town Bridge, PE1 1HB

Planning Services
Building Control Services
Environmental and Public Protection
Cultural Services
Transport and Engineering Services
Emergency Planning
Occupational Health
City Centre Services

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ENVIRONMENT SCRUTINY PANEL	Agenda Item No.
5 MARCH 2009	Public Report

Report of the Deputy Chief Executive

Report Author – Paulina Ford, Performance Scrutiny and Research Officer
Contact Details – 01733 452508

FORWARD PLAN – 1 APRIL 2009 TO 31 JULY 2009

1. PURPOSE

For the Panel to note the latest version of the Forward Plan; agree any areas for inclusion within the Panel's work programme and submit any observations concerning the Plan to the Executive.

2. BACKGROUND

This is a regular report to the Environment Scrutiny Panel, outlining the content of the Council's Forward Plan.

3. KEY ISSUES

- 3.1 The latest version of the Forward Plan is attached at Appendix A. The Plan contains those key decisions, which the Leader of the Council believes that the Cabinet or individual Cabinet Member(s) will be making over the next four months.
- 3.2 The Panel may wish to include some of the items highlighted on the Plan onto their future work programme or to request additional information from the Executive before a decision is made. Any comments about the format of the Plan would also be welcomed.
- 3.3 In accordance with the Council's Executive procedure rules, the Cabinet or Cabinet Member will not make any key decision until at least five clear days after the receipt of the report relating to that decision. The Group representatives of the Scrutiny Committee are sent a copy of these reports at the same time as the Cabinet Member and any comments can be passed onto the Member before a decision is made.

4. EXPECTED OUTCOMES

- 4.1 That the Panel notes the latest version of the Forward Plan; agrees any areas for inclusion within the Panel's work programme and submits any observations concerning the Plan to the Executive.

5. NEXT STEPS

- 5.1 Areas agreed by the Panel to be included in the work programme and observations submitted to the Executive.

6. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

Peterborough City Council's Forward Plan for 1 April 2009 to 31 July 2009

7. APPENDICES

Appendix A Forward Plan 1 April 2009 to 31 July 2009

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ENVIRONMENT SCRUTINY PANEL	Agenda Item No.
16 APRIL 2009	Public Report

Report of the Deputy Chief Executive

Report Author – Paulina Ford, Performance Scrutiny and Research Officer

Contact Details – (01733) 452508 or email paulina.ford@peterborough.gov.uk

EXECUTIVE DECISIONS

1. PURPOSE

- 1.1 The purpose of this report is to notify the Panel of the Executive Decisions which have been taken and which relate to the Panel's remit.

2. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT

- 2.1 Links to the Corporate Plan, Sustainable Community Strategy and Local Area Agreement are contained within the individual decisions notices.

3. BACKGROUND

3.1 Waste Disposal Policies (Householders Recycling Centre)

Decision

That the Cabinet Member for the Environment approve the adoption of the attached "Waste Disposal Policy" (Appendix 1) that sets out what can and cannot be disposed of at the Householders Recycling Centre.

Reasons

This report is being progressed through the council decision making process following several recent challenges in respect what can and cannot be disposed of as household waste at the council's Householders Recycling Centre Dogsthorpe

The council has a current position/policy, developed over time of not accepting various types of waste at its Household Recycling Centre. The current position has been brought about by changes in legislation and the restrictions enforced by the Environment Agency through the site license conditions which the council has to operate and comply with at the facility. To formalise the council's position it is proposed that the council sets out its waste acceptance criteria by way of a policy as attached to this report (appendix 1).

The main changes to the current practices are that:

- The amended policies will be made assessable to the Public and at the entry to each site(s) to make it clearer to both users and operators of the site(s).
- Permitted vans and trailers may be refused entry at busy periods for safety reasons.
- The council's position on DIY waste is made clear and consistent with other authorities.

This will ensure that the council complies with its statutory duty as a waste collection and disposal authority in line with other neighbouring council's.

3.2 Local Transport Plan Capital Programme 2009/10

Decision

To approve each proposed sub programme of the 2009/10 Local Transport Plan (LTP) Capital Programme of Works as follows:

- (1) Approval of the 2009/10 Integrated Transport Capital Programme as attached at Annex 1.
 - (2) Approval of the 2009/10 Highways Maintenance Programme as attached at Annex 2.
 - (3) Approval of the 2009/10 Street Lighting Maintenance Programme as attached at Annex 3.
- Annexes are available on request.

Reasons

1. The Council was awarded a total of £11.079m transport settlement for 2009/10 (Table 1 refers). The allocations for Integrated Transport and Capital Maintenance were awarded on the basis of a formulaic calculation that takes into account a number of parameters for example passenger numbers, road lengths, Best Value Performance Indicators (BVPI) etc. Primary Route Network funding (PRN) is an allocation specifically ring fenced for the maintenance of structures on strategically important transport corridors. This allocation was set following the determination of an evidence based bid submitted to Government in August 2007. A further sum of £0.392m of transport resource funding was also awarded as part of the pooled area based grant, details are shown in Table 2. In addition to the external funding Corporate Capital funding has been allocated to areas detailed in Table 3. Further, an additional £0.230m has been allocated from the capacity bid process for footway maintenance.

Table 1 – LTP Capital Allocation

	2009/10	2008/09
Integrated transport (block)	£2.289m	£2.154m
Capital maintenance (block)	£2.407m	£2.361m
Road Safety Grant	£0.073m	£0.065m
Primary route network (ring fenced)	£6.310m	£3.660m*
Total	£11.079m	£8.240m

*£1.8m of this funding was transferred from the 2007/08 financial year to the 2008/09 financial year.

Note: A total of £0.180m of 2008/09 LTP capital funding was carried forward to the 2009/10 financial year and ring fenced for highways maintenance on Starr Road, Priory Road and Kirkstall (this is not reflected in Table 1).

Table 2 – Transport Resource Funding

	2009/10	2008/09
Specific Road Safety Grant (Resource)	£0.305m* *	£0.290m
Detrunked Roads Maintenance (Resource)	£0.060m* *	£0.063m
Total	£0.365m	£0.353m

** Both the Specific Road Safety Grant and the Detrunked Roads Maintenance Grant are classified as Area Based Grants and a bid has been submitted to Strategic Finance for the sums indicated.

Table 3 – Corporate Capital Funding

	2009/10	2008/09
Highways Capital Maintenance	£0.765m	£0.807m
Roads and Bridges + Drainage Improvements	£0.250m	£0.250m
Street Column	£0.245m	£0.245m

Replacement		
Parking Enforcement Plan 2	£0.000m	£0.200m
Total	£1.260m	£1.502m

2. The LTP2 programme is informed by a formulaic five year funding allocation known as Planning Guideline (Table 4 refers).

Table 4 – Planning Guideline (£ million)

	2006/0	2007/0	2008/0	2009/1	2010/1
Integrated	1.867	2.049	2.154	2.289*	2.423*
Capital Maintena	0.349	2.761	2.361	2.407*	2.605*

* The figures for Integrated Transport and Capital Maintenance funding for 2009/10 and 2010/11 were confirmed (not subject to change), following the Governments' Comprehensive Spending Review in 2007.

3. The Planning Guideline settlement for integrated transport equates to an increase in funding allocation relative to the LTP1. The assurance of the five-year allocation identified enables the Council to produce a programme of schemes with a degree of certainty and therefore enables key areas to be targeted (both in policy and geographical terms) to deliver transport objectives.
4. As set out in the LTP2, allocations to integrated transport programme areas (e.g. Public Transport, Walking and Cycling, etc.) have been made using a comprehensive modelling process to ensure that the allocation to each budget head maximises the value of funding in delivering the LTP2 objectives and targets. Annex 1 provides a more detailed breakdown of the 2009/10 integrated transport schemes within the budget allocations. The costs currently attributed to individual schemes are estimated and are liable to change as detailed design progresses. Any significant deviation (i.e. in excess of £500k) from the approved programme would be referred to the Cabinet Member for Environment for decision. Decision below this threshold will be taken by the Head of Environment, Transport and Engineering in consultation with the Cabinet Member for Environment – changes would also be presented to the joint Capital Programme Group/Asset Management Group for approval.
A more detailed breakdown of the 2009/10 Highways Maintenance Programme is shown at Annex 2 and the 2009/10 Street Lighting Maintenance Programme at Annex 3.

3.3 East of England Regional Spatial Strategy Review: Call for Section 4(4) Advice and 5(5) Advice

Decision

Cabinet was asked to approve the City Council's advice to the East of England Regional Assembly on the forthcoming review of the Regional Spatial Strategy, and in compliance with sections 4(4) and 5(5) of the Planning and Compulsory Purchase Act 2004.

The review is initiated by the East of England Regional Assembly (EERA), who are required by section 4 of the Planning and Compulsory Purchase Act 2004 to seek advice from strategic planning authorities (including Peterborough City Council) at the outset. The main requirement of the call for advice is to test a range of housing growth scenarios as required by Government, and to test the employment range provided through EERA and East of England Development Agency (EEDA). Section 4(4) authorities are required to assess the implications of achieving the growth implied by four scenarios.

Peterborough continues to aspire to grow to address housing need and affordability and to realise the potential of its strategic location. It is clear that the economic downturn is leading to a decline in housing delivery rates both regionally and nationally. There is uncertainty regarding the duration of the economic downturn and the implications on Peterborough, but it is understood that there will be a decline in local delivery rates in the short to medium term.

Peterborough therefore proposes a scenario of approximately 30,000 dwellings 2007-2031. This allows for an initial decline in house building targets for approximately four years, followed by a gradual increase. As policy intervention and strategic mechanisms become effective, the RSS Residual annual average delivery figure of 1440 would be reached.

Under section 5(5) of the Planning and Compulsory Purchase Act 2004, PCC is required as a strategic planning authority to provide advice to EERA on whether Peterborough should be considered as a sub-region with sub-regional policies in the RSS (East of England Plan).

Studies have identified a coherent and functional sub-region around Peterborough and a boundary has been identified. A study by Fordham Research (2008) on the Housing Market has also confirmed a sub-region based around Peterborough. Specific policies are required to tackle issues in the sub-region. However effective implementation is hampered by the sub-region spanning across the regional boundary, and there being no functioning arrangement to manage delivery. In order to tackle these issues it was proposed that a sub-regional body should be pursued as a mechanism to encourage effective cross boundary working.

CABINET RESOLVED TO:

1. Approve the advice to the Regional Planning Body (set out in annexes 1 and 2 of the report) on the forthcoming review of the East of England Regional Spatial Strategy.
2. Agree to pursue discussions with other local authorities on the establishment of a sub-regional grouping or body to stimulate sub-regional growth and regeneration.
3. Agree to pursue discussions with specialist and local groups on the potential opportunities that arise from growth and regeneration.

Reasons

The provision of advice is a statutory requirement under the Planning and Compulsory Purchase Act 2004.

3.4 Approval of the 2009/12 Opportunity Peterborough Draft Business Plan

Decision

Cabinet received the Opportunity Peterborough draft business plan for endorsement.

As a major funder, supporter and member of the Board of Opportunity Peterborough, it is important that the Council is satisfied that the draft Business Plan will deliver the objectives agreed, and use the funding provided in an effective way.

The declining economic situation associated with a lack of developer participation and significant reductions in public funding will not help in maintaining the momentum of delivery and growth; however there are alternative methods of delivery through the use of special purpose vehicles and direct engagement with private financiers, such as pension and investment funds, which are being actively explored to overcome this situation.

Accordingly the plan has looked closely at the key strategic priorities needed to drive forward the growth agenda and those which can be realistically delivered given the likely availability of resources whilst retaining the long term vision for the city of delivering 25,000 new homes and 20,000 new jobs by 2021.

Opportunity Peterborough's purpose is to facilitate the successful regeneration of Peterborough through enabling sustainable growth. To achieve this OP will focus on 3 key objectives:

- To create a vibrant and attractive city centre at the heart of a bigger and better Peterborough
- The sustainable and integrated growth of Peterborough including the infrastructure to deliver this

- A vibrant and diverse business community, supported by an improved skills and knowledge base, fit for the global economy

Opportunity Peterborough has worked with senior officers and members within Peterborough City Council to develop a close partnership to deliver the growth agenda within the city and in particular a "Strategic Growth Framework" which provides a structured and focussed approach to the delivery of the growth agenda.

The Cabinet member for Housing, Regeneration and Economic Development addressed Cabinet and said that he is reassured by the Council's Growth programme under the Deputy Chief Executive and his team, and that he has an ever increasing confidence in the Council's approach to growth. He is keen to ensure that Opportunity Peterborough fulfils the role the Council wants it to and which is supported by the East of England Development Agency and Homes and Communities Agency; that is to deliver on key strategic projects in the way the council is committed to and which it is required to if it is to meet its obligations under the Regional Economic Strategy, the Regional Spatial Strategy and Local Area Agreement targets. This will obviously mean a shift in focus from that in the Opportunity Peterborough business plan and the way in which the resources that Opportunity Peterborough manages on the Council's behalf are used. He therefore looks to the Chief Executive of Opportunity Peterborough for assurances that they will be working with the council to deliver, with the emphasis very firmly on actual delivery on the ground.

Therefore, subject to the Opportunity Peterborough business plan being kept closely under regular review and subject to Opportunity Peterborough working more closely with the Council to facilitate and implement the Council's vision for the city,

CABINET RESOLVED TO:

1. Endorse the 2009-12 draft Business Plan of Opportunity Peterborough
2. Note that agreement of funding of specific projects from that plan, if required, will be subject to the Council's normal decision-making process

Reasons

It is required that the City Council and the other two founding partners consider and agree to the draft Business Plan. Inevitably, the specific schemes for implementation will evolve during the course of the 3 year plan period and it is therefore appropriate that funding of these is approved by the Council through its normal decision-making processes.

4. IMPLICATIONS

- 4.1 Any specific implications are contained within the individual decision notices.

5. EXPECTED OUTCOMES

- 5.1 The Panel is asked to consider the Executive Decisions which are relevant to the remit of the Panel and which have been made since the last meeting and if felt appropriate, to identify any decisions they may wish to examine in more detail.

6 BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

Executive Decision notices from 2 February 2008

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ENVIRONMENT SCRUTINY PANEL	Agenda Item No.
16 APRIL 2009	Public Report

Report of the Deputy Chief Executive

Report Author – Paulina Ford, Performance Scrutiny and Research Officer
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FEEDBACK AND UPDATE REPORT

1. PURPOSE

- 1.1 This report provides feedback on items considered or questions asked at previous meetings of the Environment Scrutiny Panel. It also provides an update on matters which are of interest to the Panel or where the Panel have asked to be kept informed of progress.

2. BACKGROUND

2.1 Provision of Formal Play and Recreation Facilities

During the Panel's consideration of the provision of formal play and recreation facilities at its meeting on 5 March 2009, Members requested further information. The information requested was to provide a detailed breakdown of funding arrangements for the play area schemes as detailed in the report. Officers have now provided this information which is listed in the tables below.

2.2 Play Area Funding Arrangements

Completed	Funding
The Dell – Fletton	PCC capital programme
Oakdale Avenue - Stanground Central	PCC capital programme
Werrington Recreation Ground - Werrington South	PCC capital programme
Hodgson Avenue - Werrington North	S106
William Law School Dual Use - Werrington North	PCC capital programme and CLF
Ambleside Gardens - Werrington South	PCC capital programme
Maxey Parish Field – Northborough-	PCC Capital Programme
Northborough Parish Field – Northborough	S106
Beckingham - Orton Longueville	PCC capital programme
Botolph Green - Orton Longueville	S106
Oakleigh Drive - Orton Longueville	S106
Longthorpe Memorial Hall – West	S106
Watergall- Bretton North	PCC capital programme

Completed	Funding
Tirrington - Bretton South	PCC capital programme
Quorn Close – Newborough	S106
Cleve Place -Thorney and Eye	S106
Little Close -Thorney and Eye	S106
Thorney Park - Thorney and Eye	PCC capital programme
Crabtree – Paston	Big Lottery Fund
Morris/Wellington Street – East	PCC capital programme
Bishops Road – East	PCC capital programme
Henshaw, Parnwell – East	Fairshare
Saltersgate, Parnwell – East	Fairshare
Heron Park- Parnwell – East	Fairshare
Central Park – Park	S106
Itter Park – Walton	PCC capital programme and CLF
Walton Recreation Ground – Walton	PCC capital programme
Stanley Recreation ground – Central	Urban 2/ S106
Hobsons Field – Central	Urban 2/CLF
Gunthorpe Recreation Ground – Paston	PCC capital programme
Cerris Road – Dogsthorpe	S106/GDP
Myrtle Avenue – Dogsthorpe	S106/GDP
Sycamore Avenue – Dogsthorpe	S106/GDP
Fulbridge Road – Dogsthorpe	S106/GDP
Saxby Gardens – Dogsthorpe	S106/GDP
Welland Road Recreation Ground – North	PCC Capital Programme

Scheduled for Completion Before April 2010	Funding
Woodfield Park – Dogsthorpe-	DCSF Playbuilder
Orton Wistow School Dual Use - Orton Waterville	S106
Park Farm - Stanground East	S106, CLF and residents group
Fletton Avenue Recreation Ground –Fletton	DCSF playbuilder
Ailsworth Recreation Ground - Glinton and Wittering	S106

Scheduled for Completion Before April 2010	Funding
Gladstone Park – Central	DCSF
Hampton Court – Ravensthorpe	S106/DCSF
Cranford Drive – Ravensthorpe	S106/DCSF
Celta Road Recreation Ground – Fletton	S106/DCSF
Chapel Street - Stanground Central	S106
Byron Close - Stanground Central	S106
Plough Lane – Newborough	S106
Glinton Recreation Ground - Glinton and Wittering	DCSF playbuilder
Wittering Parish Field - Glinton and Wittering	DCSF playbuilder
Drayton - Bretton North	PCC Capital Programme

2.3 **Older Children Play Area Funding Arrangements**

Completed	Funding
Fulbridge Road Recreation Ground Multi Use Games Area – North	S106
Hobsons Multi Use Games Area	Central Extended Schools, youth services, Urban 2 and CLF
Manton, Multi Use Games Area - South Bretton	Biffa Award- accessed by Bretton parish council
Residential developments	
Alma Road multi-use games area - Park Ward	Provided by housing developer as part of S106 requirements

Scheduled for Completion Before April 2010	Funding
Big Lottery Fund Schemes	
New England Recreation Ground - Floodlighting existing multi-use games area- Central Ward	Barclays Spaces for Sport, accessed by NACRO and Big Lottery Fund
Fletton Recreation Ground - Floodlighting existing multi-use games area – Fletton	S106 and Big Lottery Fund
Walton Recreation Ground- Floodlit MUGA (Pending Planning approval) – Walton	Big Lottery Fund
North Bretton Skate Park- North Bretton	Big Lottery Fund
Section 106 Schemes	
Ailsworth Recreation Ground - MUGA and shelter (Pending Planning approval)	S106

3. EXPECTED OUTCOMES

3.1 That the Panel notes the response to the information requested.

4. BACKGROUND DOCUMENTS

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None

5. APPENDICES

None