

SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE

**MONDAY 20 JANUARY 2014
7.00 PM**

Bourges/Viersen Room - Town Hall

AGENDA

Page No

1. Apologies for Absence

2. Declarations of Interest and Whipping Declarations

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests or is a "pending notification" that has been disclosed to the Solicitor to the Council. Members must also declare if they are subject to their party group whip in relation to any items under consideration.

3. Minutes of Meeting held on 7 November 2013 **3 - 10**

4. Call In of any Cabinet, Cabinet Member or Key Officer Decisions

The decision notice for each decision will bear the date on which it is published and will specify that the decision may then be implemented on the expiry of 3 working days after the publication of the decision (not including the date of publication), unless a request for call-in of the decision is received from any two Members of a Scrutiny Committee or Scrutiny Commissions. If a request for call-in of a decision is received, implementation of the decision remains suspended for consideration by the relevant Scrutiny Committee or Commission.

5. Blue Sky Peterborough Update **11 - 30**

6. Management of Agricultural Estate and Future Proposals **31 - 42**

7. Opportunity Peterborough Update **43 - 46**

8. Local Transport Plan Programme of Works 2014/15 **47 - 58**

9. 20MPH Speed Limit - Scrutiny Task and Finish Group Final Report **59 - 80**



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 Paulina Ford on 01733 452508 as soon as possible.

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|---|----------------|
| 10. Forward Plan of Key Decisions | 81 - 92 |
| 11. Work Programme 2013/2014 | 93 - 98 |
| 12. Date of Next Meetings | |
| <ul style="list-style-type: none">• Monday 10 February, Joint Scrutiny Committee and Commissions Scrutiny of the Budget• Monday 7 April, Sustainable Growth and Environment Capital Scrutiny Committee | |

Committee Members:

Councillors: N Arculus (Chair), Y Maqbool, J Peach, L Serluca, N Khan, Thulbourn and J A Fox

Substitutes: Councillors: McKean, Forbes and C Ash

Further information about this meeting can be obtained from Paulina Ford on telephone 01733 454508 or by email – Paulina.ford@peterborough.gov.uk

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**MINUTES OF A MEETING OF THE SUSTAINABLE GROWTH AND ENVIRONMENT
CAPITAL SCRUTINY COMMITTEE
HELD IN THE BOUGES/VIERSEN ROOMS, TOWN HALL
ON 7 NOVEMBER 2013**

Present: Councillors N Arculus (Chairman), L Serluca, J Peach, G Nawaz,
JA Fox, N Khan, N Thulbourn,

Also Present: Rachel Huxley, Chief Executive, PECT
Councillor North, Cabinet Member for Environment Capital and
Neighbourhoods
Cllr Sandford, Leader of the Liberal Democrats
Cllr John Fox, Representing Leader of the Peterborough
Independent Forum
Ellie Jaggard, Youth Council
Jennifer Thorpe, Youth Council

Officers Present: Simon Machen, Director of Growth and Regeneration
Charlotte Palmer, Climate Change Manager
Dominic Hudson, Strategic Partnerships Manager
James Collingridge, Enterprise Partnership Manager
Jenny Harris, Lawyer
Paulina Ford, Senior Governance Officer

1. Apologies for Absence

Apologies were received from Councillor Maqbool. Councillor Nawaz was in attendance as substitute for Councillor Maqbool.

2. Declarations of Interest and Whipping Declarations

Councillor Sandford declared an interest in relation to item 5, Environment Capital Action Plan in that he was a Board Member of PECT.

3. Minutes of Meetings held on 5 September and 15 October 2013

The minutes of the meeting held on 5 September 2013 were approved as an accurate record with the exception of the following:

Councillor Arculus referred to page 10, first bullet point where the minutes stated "Are the roads part of the Council's assets? *The Chairman responded that the council did not own the roads*" Councillor Arculus advised that this was inaccurate in that he had not referred to the council as not owning the road but had explained that the Highways Authorities had owned the roads up to two spits deep.

The minutes of the meeting held on 15 October 2013 were approved as an accurate record.

4. Call in of any Cabinet, Cabinet Member or Key Officer Decisions

There were no requests for call-in to consider.

5. Environment Capital Action Plan

The report introduced by the Climate Change Manager provided the Committee with the Environment Capital Action Plan (ECAP) which form the single delivery plan for the priority to create the UK's Environment Capital. The Plan provided a clear vision for an Environment Capital and was produced in partnership with the Peterborough Environment City Trust (PECT) using the internationally recognised concept of One Planet Living.

Questions and observations were made around the following areas:

- Members noted in the report that the number of nesting pairs of Barn Owls had increased from 5 to 65 between 1990 and 2012. Was there any data available to show that an increase in Barn Owl population was indicative of the increase in the biomass pyramid and increased biodiversity? *Members were advised that there was no data available.*
- Members noted that under the Sustainable Transport section of the ECAP it had stated that “Travelchoice, a £3.24m government project, achieved a 9% reduction in car journeys”. Where had this figure come from? *Members were advised that the figure of 9% had come from a detailed study that the Department for Transport had undertaken during the first round of funding. Peterborough was one of the first sustainable travel demonstration towns and therefore the DfT wanted to undertake an in depth study to understand what the impact of the funding had been.*
- Members sought clarification as to whether the study had been done by measuring the car journeys or through Travel Choice Surveys. *Members were informed that it was an independent telephone survey that had been conducted and observations over a day counting the numbers of walkers, cyclists and car users.*
- Members noted that the ECAP stated that “The council is currently administering a £5m fund to encourage sustainable travel” but had not mentioned the recent cut of £500K in the public transport subsidy. *Members were informed that the Plan did not mention everything as it was designed to be a short version to enable people to be able to pick the plan up and easily engage with the topic without making it complex. The council faced huge budget pressures and the difficulty was about how the council addressed competing priorities however the Plan clearly set out the cities ambitions and aspirations. The Cabinet Member for Environment Capital and Neighbourhoods informed Members that the commitment to the long term aspirations for Sustainable Transport remained the same but due to budgetary constraints difficult decisions had to be made.*
- Members referred to the Sustainable Transport theme and the vision of “A pedestrian, public transport and cycle first city and 90% of all journeys will be zero emission” but noted that there were no short term targets for percentage of people cycling and number of journeys made by public transport. *Members were advised that the short term targets that were in the plan would not create the UK's Environment Capital but would take the council on a journey towards that priority. The targets were aspirational and the challenge was to strengthen the plan and develop it in more detail to achieve the 2050 vision.*
- Members noted that each theme on the ECAP was colour coded and wanted to know if the colours were relevant to the theme. *Members were informed that a colour had been assigned to each theme so that when talking about a theme there was consistency and brand recognition behind each one.*
- Members wanted to know if there were any figures for the amount of food waste in Peterborough. *Members were advised that the last analysis of food waste was completed in 2010 and that food waste made up 41% of the land fill at that time. This was one of the main factors for introducing the food waste collection scheme.*
- Was there a campaign in place to educate people to reduce the amount of food waste? *Members were advised that the most effective way of raising awareness of how much food was being wasted was to introduce a food waste collection service as Peterborough had done. This highlighted very quickly how much food people were sending to waste. Councils that had done this previously had noted that the amount of food waste reduced*

- overtime as people realised how much food they were wasting. The promotion of the collection of food waste did however need to continue to be promoted.*
- *Members requested more information on the Waste Electrical and Electronic Equipment (WEEE) Re-Use facility which reprocesses and reconditions electrical goods for recycling and resale into the community. Members were advised that the WEEE Facility was started approximately seven years ago and was originally part of the council and was now part of the AMEY contract. The site was based near the recycling facility at Fengate.*
 - *Members commented that the Environment Capital needed to be promoted more and marketed in a better way to help people understand what was trying to be achieved. The Cabinet Member for Environment Capital and Neighbourhoods agreed that this was a concern and that he was working with the Head of Commercial Operations on some ideas of how to get the message across to the public. The aim was to get across to everyone in Peterborough what the benefits were of becoming an Environment Capital some examples of which were 6000 green jobs and the receipt of a £3M grant from central government.*
 - *Members commented that if one of the key deliverables was to bring environment jobs to the city then why was it not featured in the ECAP. Members were referred to the Equity and Local Economy theme of the ECAP where it mentioned "The cleantech cluster is home to 5,900 jobs and has contributed £560M into the local economy" and the target was to "Increase the number of jobs in the cleantech cluster by 10%". This referred to 'green' jobs.*
 - *Members commented that public transport did not feature enough in the ECAP and that this needed to be improved upon.*
 - *Members felt that the targets should be more personalised so that the public could understand how they would affect them. Members were advised that this had been taken into account and this was currently being worked on so that it was clear what benefits there would be to the public.*
 - *Members referred to the theme in the ECAP of Equity and Local Economy and the vision of "A high skilled, low poverty, circular economy aided by the highest concentration of environmental business in the UK" and sought clarification of what a "circular economy" was. Members were given an example of a company that would manufacture a product e.g. a fridge. The company would look at how they could create a loop around the product it had created. The company would look at and understand where all of the components came from to build the product and make sure all of the parts were as sustainable as possible. When the product came towards its life cycle the product would then be reclaimed by the manufacturer and they would then extract all of the raw materials to build the product and use them to build a new product. On a larger scale Members were referred to the Fengate business area as an example. This was being looked at as an example of how to close the loop and what resources were being used in the area e.g. gas, raw materials, transport and how these resources could be recirculated within that economy. An example would be if energy was being generated in that area could it be kept and used in that area. The circular economy was a new idea and had been used in some Scandinavian countries. Peterborough was looking at developing this idea as part of the Future Cities Demonstrator model.*
 - *Members felt that there should be a clear model and targets of what could be achieved under the Sustainable Transport theme.*
 - *Members commented that the first Transport Plan had a policy to increase car parking fees to invest in public transport. The policy now had been to freeze car parking fees and reduce the budget for subsidised bus services which did not promote the increase in use of public transport.*
 - *Members wanted to know if there were figures available with regard to the take up of the 'ready to switch' campaign. Officers did not have the actual figures available for the total number of people who had signed up to the 'ready to switch' campaign in Peterborough but it was approximately 70 people. People who regularly switched suppliers would not have saved much by switching but others who had been with the same supplier for some time would have made savings. The Head of Planning, Transport and Engineering Services checked the council website at the meeting and advised that over 300*

Peterborough households had switched and average savings across the scheme had been £122 per household. The Climate Change Manager advised that the website figure of over 300 people may have included people from other authorities.

- Had any work been done in examining the population growth of the city and which age demographic would be most likely to be carbon intensive? *Members were advised that there had been some research but it was mainly national and not local to Peterborough.*
- Members referred to page 25 of item 6 on the agenda: The Carbon Emissions report and noted that CO2 emissions that were being saved year on year were disproportionately weighted towards schools. What was the explanation for this? *Members were advised that the schools were doing an excellent job at becoming more energy efficient and more energy aware. A number of campaigns had been run with the city schools. 92% of schools had signed up to the National Schools Eco Framework. The Powerdown Campaign where schools were challenged to save as much energy as they can had been very successful. 70% of schools that had signed up to the campaign had saved more than 10% on their electricity bills. These campaigns had shown schools that being energy efficient was not about sacrifices it was about being more energy aware in the choices made e.g. not leaving equipment on standby. The students have been very keen to save energy and this could change behaviour at home.*

ACTIONS AGREED

The Committee requested that the Climate Change Manager add to the Environment Capital Action Plan under the Sustainable Transport Theme the following target:

- To increase the number of people using public transport by 2016

6. Update on Peterborough City Council's 2013/2014 Carbon Emission

The Climate Change Manager introduced the report which provided the Committee with an update on the Peterborough City Council's 2012/13 carbon dioxide emissions. These were reported as part of its mandatory participation in the Carbon Reduction Commitment Energy Efficiency Scheme. The three different carbon emission reports were listed as:

Carbon Reduction Commitment Energy Efficiency Scheme (CRC) which includes buildings where PCC pays the energy bills including schools and Academies. The key points for this year were:

- Annual report emissions = 24,036 tonnes of CO₂
- Annual cost of allowances = £288,437
- Schools proportion = 64% of emissions equating to approximately £180k

Carbon Management Action Plan (CMAP) which includes building, street lighting, fleet transport and business transport emissions. This was the fourth year (of five) where progress against the 35% reduction target had been monitored. The data showed a provisional reduction of 15% since the baseline year (2008/09).

Greenhouse Gas Report (GHG) which is essentially the same as CMAP but the sources are treated differently. The figures were in line with the other reports which had been published in 2009/10, 2010/11, 2011/12 and showed an increase in 2012/13 but an overall reduction of 21%.

Whilst the council's carbon emissions reduced in 2010/11 and 2011/12 compared to 2008/09, emissions had increased in 2012/13. This was due to a combination of milder winters during 2010/11 and 2011/12 in comparison to a much harsher winter during 2012/13. Members were advised that the council would be part of phase 2 of the scheme.

Questions and observations were made around the following areas:

- Members sought clarification as to why the carbon emissions from street lights had increased by 25%. *Members were informed that the increased figure had been due to the fact that an inventory of street lighting had been conducted which had adjusted the CO2 consumption figure which had included an increase in street lighting from new developments. There would be an investment in street lighting and as more street lights were upgraded a reduction in carbon emissions would be seen.*
- Members noted that the report had stated in Table 2, Carbon Dioxide Emissions (tonnes) that Council buildings had reduced in CO2 emissions. Was this due to the fact that the number of the council buildings had reduced. *Members were advised that there was many different reasons for the reduction in CO2 emissions which were complex to analyse. An example was that of outsourced services which were not part of the equation for the first three years of reporting but had been introduced in the last two years. Although services had been outsourced the council still influences the outsource providers in what they deliver and therefore include them as if they were still a council service and take into account their CO2 emissions.*
- Members noted that the report had mentioned a performance league table that ranked participants who were part of the Carbon Reduction Commitment Energy Efficiency Scheme and requested to see a copy of the league table to see where Peterborough was placed. *Members were advised that the most recent league table would be published later during the month and would and could be provided when published.*
- Where was Peterborough placed on the performance league table for 2011/12? *Members were advised that it was in the lower half of the league table.*
- Members asked if any progress had been made with regard the recommendation made by the Committee in September concerning investigating 'Green Leasing'. *The Climate Change Manager advised that this had not been taken any further but would be looked into and an update would be provided to the Committee.*

ACTIONS AGREED

The Committee noted the report and requested that the Climate Change Manager provide the following information:

1. The link to the performance league table that ranked participants who were part of the Carbon Reduction Commitment Energy Efficiency Scheme when published.
2. An update with regard to work done on investigating Green Leasing with a view to the council adopting it as a policy as requested at the Committees September meeting.
3. A further report to be brought back to the Committee in one years' time.

7. Key Performance Indicators for the Amey (Previously Enterprise) Peterborough Partnership

The report provided the Committee with a draft set of new Key Performance Indicators (KPI's) for Amey. These had been produced in conjunction with some Members of the Committee who had volunteered to work with Amey and the Strategic Partnerships Manager to discuss and agree the way forward with regard to proposed KPI's.

Questions and observations were made around the following areas:

- Members were pleased to note that under the Parks, trees, grass cutting, shrubs and flowers service there was a KPI measure for maintaining and to potentially increase the number of Green Flag awards across the city.
- Members referred to the Traveller Management service and sought clarification as to whether Amey would secure land after and eviction of an unauthorised encampment. *Members were advised that the land would be secured within 24 hours to avoid further encampments.*

- Members asked the Strategic Partnership Manager how confident he was that that Amey would keep to the KPIs once they had been agreed. *The Strategic Partnership Manager responded that he was confident that once they had been signed off they would be enforced. Spot checks would be carried out to ensure they would be adhered to and Amey would be held to account.*
- Members were concerned that by publishing the KPIs it would raise public expectation as to the service that would be provided. This was of concern when there was a possibility of further government funding. *Members were informed that if the council wanted to make significant savings in this service area there would need to be significant communication to raise awareness that the cuts had not been from Amey but from the council.*
- Members were concerned that the KPI's would increase and therefore cost more. *Members were advised that the list of KPI's would be the contractual minimum and would not increase in anyway.*
- Members commented that the mechanical cleaners were unable to clean some of the streets due to road size and therefore in those particular areas the KPI would not be achieved.
- Members also commented that commitments made from Amey during some of the ward walks had not been followed through. *The Strategic Partnership Manager noted the concern raised and advised that he would look into it.*
- Members asked the Strategic Partnership Manager if incentives had been discussed with Amey as well as penalties. *Members were informed that incentives were being discussed as well as penalties and welcomed further input from the Member working group with regard to suggestions for this.*
- How will the KPIs be managed and reported on. *Members were advised that the monitoring regime would be as specified against each KPI so that it was clear and transparent to everyone what was expected.*
- Members wanted to know if there was a definition of open spaces and the city centre. *Members were advised that the definition for open spaces and the city centre would be circulated to the Committee.*
- Members sought further clarification with regard to the city centre and the measure of 'Overall customer satisfaction from the Citizens panel survey to be 45% or more' as this did not seem adequate. *The Strategic Partnership Manager advised that he would look further into this and report back.*
- Members requested that the KPI's should include some flexibility as to how different areas of Peterborough could be dealt with. *The Strategic Partnership Manager noted this point.*

The Chair thanked the Strategic Partnership Manager and Enterprise Partnership Manager for a good piece of work and engaging with Members of the Committee to provide the draft KPIs.

ACTIONS AGREED

The Committee noted the report and requested the following information:

1. The definition for open spaces and the city centre.
2. Clarification with regard to the city centre and the measure of 'Overall customer satisfaction from the Citizens panel survey to be 45% or more'.

8. Scrutiny in a Day: Understanding and Managing the Impacts of Welfare Reform on Communities in Peterborough

The Senior Governance Officer introduced the report which provided the Committee with an update on the progress being made towards organising the Scrutiny in a Day event on 17 January 2014 which would focus on the impacts of Welfare Reform.

The following comments and suggestions were made:

- Could the effects of LASPO and Legal Aid cuts be included?
- Members commented that it might be difficult for some people to attend the event in the day time.
- Councillor Sandford commented that it was an important subject and felt that the whole day should be held in public.
- Could session 2a – The evidence be run in public.

ACTIONS AGREED

The Committee agreed that the Senior Governance Officer take the comments made by the Committee back to the Member Working Party for consideration.

9. Forward Plan of Key Decisions

The Committee received the latest version of the Forward Plan of Key Decisions, containing key decisions that the Leader of the Council anticipated the Cabinet or individual Cabinet Members would make during the course of the following four months. Members were invited to comment on the Forward Plan and, where appropriate, identify any relevant areas for inclusion in the Committee's work programme.

Members requested further information on the following key decisions:

- Long Causeway Public Realm Improvements – KEY/15NOV13/01
- Bourges Boulevard Improvement Scheme: Bright Street to Crescent Bridge – KEY/04OCT13.04

The Director of Growth and Regeneration advised that there would be a public consultation event later in the month which would provide more information.

10. Work Programme 2013/2014

Members considered the Committee's Work Programme for 2013/14 and discussed possible items for inclusion.

ACTION AGREED

To confirm the work programme for 2013/14 and the Senior Governance Officer to include any additional items as requested during the meeting including the following:

- Blue Sky Peterborough
- Management of the Agricultural Estate
- Peterborough Delivery Company
- Opportunity Peterborough

11. Date of Next Meeting

Monday, 10 February 2014

The meeting began at 7.00pm and ended at 9.20pm

CHAIRMAN

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| SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE | Agenda Item No. 5 |
| 20 JANUARY 2014 | Public Report |

Report of the Executive Director of

Contact Officer(s) – John Harrison, Executive Director Resources
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BLUE SKY PETERBOROUGH

1. PURPOSE

- 1.1
- To provide an update on Blue Sky Peterborough Ltd and general energy developments.
 - To respond to the Committee's request for further information on the extent of the control or influence which an Overview & Scrutiny Committee can exercise over a wholly owned Council Company and the sanctions and controls which the Council has available to it.
 - This is referred to within the report but is responded to more directly and set out as Appendix 1.

2. RECOMMENDATIONS

- 2.1 The Committee is asked to consider the update on energy matters including the Councils wholly owned ESCO Blue Sky Peterborough Ltd.
- 2.2 The future role of scrutiny in respect of the above and in particular with respect to BSP.
- 2.3 Consider the period for the next energy update report.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The Energy work supports:
- The Environment Capital Action Plan (ECAP) that outlines how the Council Intends to deliver against the 'Creating the UK's Environment Capital' strategic priority.
 - The Council's Objective of increasing income to support the Councils Medium Term Financial plan.

4. BACKGROUND

- 4.1 The Committee asked for an update on energy matters in July 2013. A briefing note was sent to all members of the committee on 5 August 2013.

No comments or feedback was received regarding this update.

This report seeks to build upon the last update.

5. KEY ISSUES

5.1 WHOLLY OWNED COMPANIES

A briefing note outlining the role and purpose of establishing a wholly owned company is included at Appendix 1. This also provides an overview of the extent of control or influence which the scrutiny can exercise over a wholly owned council company.

5.2 BLUE SKY PETEBOROUGH LTD

A number of opportunities have arisen or are likely to arise that places the Council in a position where it could commercially, individually or with a partner, and make a profit. To be able to do this the Council is required to operate through a limited company.

Cabinet at its meeting on 13 June 2011 resolved:

1. To authorise the Executive Director – Strategic Resources to establish a limited company as an energy services company (ESCO) to be wholly owned by Peterborough City Council.
2. To authorise the Executive Director – Strategic Resources to approve the business case for the ESCO in consultation with the relevant cabinet portfolio holders before trading commences.
3. To authorise the Executive Director – Strategic Resources, in consultation with the relevant cabinet portfolio holders, to establish additional organisations such as limited companies, or limited liability partnerships, either wholly owned or in partnership with investors and other public and private sector organisations, as required, to pursue other energy related projects.

The primary reason for the establishment of the ESCO, therefore, was to take advantage of powers to trade commercially. As all shares in the ESCO were to be held by the Council, it gave the Council complete control of what commercial opportunities it could take advantage of as and when they arose.

In relation to this, on 18 August 2010 The Sale of Electricity by Local Authorities (England and Wales) Regulations 2010 (SI 2010/1910) came into force. This allows local authorities to sell energy which they produce from renewable energy sources back to the national electricity grid. "Renewable energy sources" includes energy from wind, solar, aerothermal, geothermal, hydrothermal and ocean energy, hydropower, biomass, landfill gas, sewage treatment plant gas, and biogases, so the power given by these Regulations is sufficient to cover a very wide range of options.

The ESCO was established as a private limited company on 21st September 2011. The Council is the sole shareholder. The Board is currently formed of three directors, being Councillor Elsey as the Cabinet Member for Culture, Recreation and Waste Management, Councillor North as the Cabinet Member for Environment Capital and Neighbourhoods and Mr Harrison as the Executive Director, Resources. The name of the ESCO is Blue Sky Peterborough Limited ("BSP").

The Company has not traded since its incorporation. The ESCO can only operate within any business case mandates that the Council wishes it to pursue. Whilst the council must use the ESCO for the major projects where generation will exceed the council's own usage (including energy from waste and wind/ground mounted solar projects), for other projects it can determine whether it is better for that project to be undertaken by the council or by the ESCO. So far projects have been undertaken by the council directly.

The first contract that BSP has entered into is with "City Fibre" – a broadband infrastructure developer. This contract is to support the ESCO's ongoing energy services infrastructure strategy in the city (see section 4 below on Regeneration).

The Cabinet report recognised that in due course the role of scrutiny in respect of BSP would need to be determined:

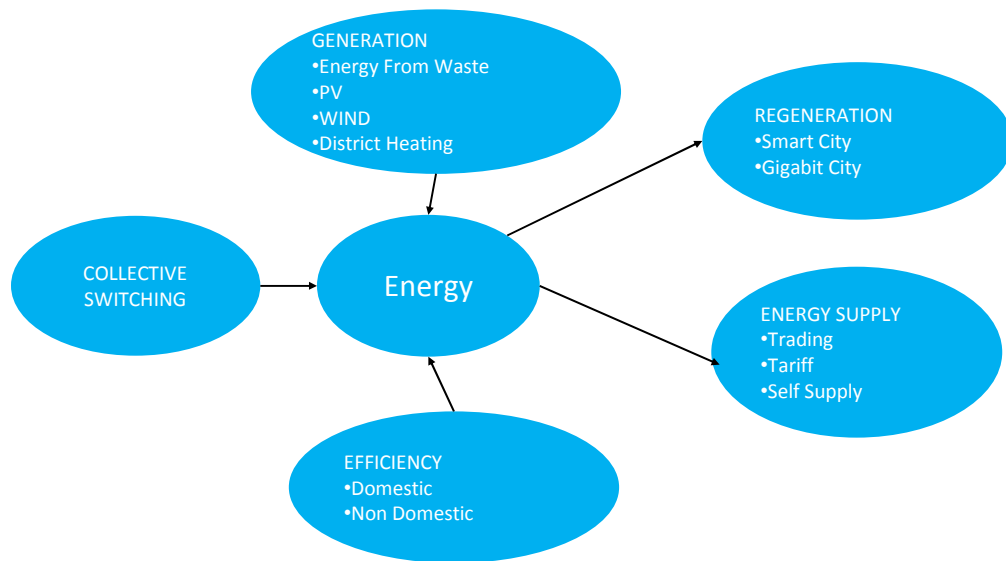
'The activities of the ESCO as a trading company will fall within the scrutiny remit of the Sustainable Growth and Environment Capital Scrutiny Committee, although the detail of the terms of the Committee's terms of reference in respect of the company are yet to be finalised.'

5.3

ENERGY DEVELOPMENTS

The following are the areas of focus that are currently being pursued:

ENERGY THE DRIVER



5.3.1

COLLECTIVE SWITCHING

(a) Domestic Switching Scheme

The Council runs a domestic switching scheme with auction provider IChoosr on behalf of a number of other councils named 'Ready to Switch'. To date there have been 4 switching rounds with another currently in progress.

From the first three rounds, 3,593 participant households have switched to a new tariff from the Ready to Switch scheme. This is around 10% of the 35,445 households that have registered for the Ready to Switch scheme to date; although this figure may increase soon as Round 4 is currently still open for accepting offers. In total, this has provided switchers with estimated energy savings of £427,092. This aggregated level of saving should be of particular benefit to those in fuel poverty.

The current level of switching (10%) is in line with expectations, and it is expected to continue in the upcoming Round 5 auction (and beyond). Equally, the number of households that have registered so far, the participation of the major energy companies in the switching auction and the level of average savings offered are all indicative of both the success of the domestic switching scheme so far and its ongoing potential for reducing the energy spend of Peterborough residents. Further details can be found in Appendix 2.

(b) SME Switching

In July 2013 the UK's first switching scheme for Small and Medium Enterprises (SMEs) was launched on behalf of the following councils:

- Peterborough City Council
- Blackpool Council
- Luton Borough Council
- Wiltshire Council
- Northumberland County Council
- South Holland District Council

The aim of the scheme is to reduce the energy costs for SMEs in Peterborough in order to support local business and improve their competitiveness.

While the results of this scheme have been modest with only 29 switches taking place, the scheme is new and innovative and is still believed to have potential. As such, a re-launch of the scheme is being undertaken with iChoosr and the partnering Councils using the lessons learnt from the first round to improve the results in the second round.

(c) Future Auctions

The contract with iChoosr also enables the council to run auctions in areas outside of energy supply. As such, the council is currently in discussions with iChoosr to establish other areas for auctions that would be of potential benefit to Peterborough residents.

5.3.2

ENERGY GENERATION

(a) On site

The Council has already installed solar panels at 16 buildings in the area with an installed capacity of 802 KWP. These are on operational, commercial and school roofs.

A further phase of solar panel installation is being evaluated at the moment which includes:

- Schools
- Skills Centre (future development)
- Bushfields Sports Centre
- Jack Hunt Swimming Pool
- Material Recycling Centre
- John Mansfield Skills Centre
- Gladstone Park Sport Centre
- Crematorium

The aim is to install solar panels on as many of these as possible, and where practicable, before the next reduction in the electricity feed in tariff rates (from April 2014).

We are also exploring the possibilities of building out solar generation on large scale commercial roofs in the city.

(a) Off site

Americas Farm, Morris Fen and Newborough

The major areas being considered are the Americas Farm, Morris Fen and Newborough sites for wind and ground mounted. These projects have recently been considered by the Scrutiny Commission for Rural Communities at its meeting on 16th December 2013:

'The Commission recommends to Cabinet [that the Council]:

- Immediately stops both options 1 solar and 2 wind for the America Farm project due to the negative income predicted for the delayed project
- Stops the solar panel option (1) on all three sites (America Farm, Newborough and Morris Fen) due to the significant total expenditure of £296 million, a poor return of £21 million net income and a Net Present Value figure of only £10.5 million'

Cabinet will be considering this matter at its Budget meeting on 3rd February 2014.

(b) Energy from Waste "EFW" Plant

The Council has also agreed to establish an EFW plant to deal with the city's domestic waste and the plant is currently under construction by Viridor. The EFW will produce 7.2 MW of energy when it goes live in 2015.

The plant is also Combined Heat and Power "CHP" enabled and the Council is currently evaluating the financial benefit of utilising the heat.

(c) District Heating Scheme

The Council is also evaluating the creation of a district heating scheme based around the core locations of Regional Pool, Lido and Town Hall. As part of this work a feasibility study is being undertaken to consider the viability of extending this core scheme across the city centre. Further feasibility studies will also be undertaken to consider the application of this across other areas of the city and also any connectivity to the EFW plant.

(d) Acquisition and Development

In addition to developments in and around the city we are also examining the possibility of wind, ground mounted and EFW schemes across the UK.

5.3.3

ENERGY EFFICIENCY

(a) Domestic

Cabinet at its meeting on 25th March 2013 agreed to enter into a Strategic Partnership with British Gas. In September 2013 the Heatborough campaign was launched with the aim of delivering ECO ("Energy Company Obligation") efficiency improvements to households – particularly to those in fuel poverty – in the Peterborough area. To date 69 applications have been submitted, of which 7 have had all measures completed and 12 are still going through the application process. Work is currently underway on better engagement of local contractors with the aim of increasing local employment and increasing the delivery of ECO into the city.

The Council is also in discussions with British Gas around the launch of a competitive local energy supply package for domestic properties in the area. Subject to final details, it is anticipated that this will be launched by the end of February 2014. This will be the UK's first market-leading retail energy package of this type; offering both a competitive tariff for energy, as well as support for homeowners – particularly with those lower incomes – to install ECO and Green Deal energy efficiency measures. The intention is that after the Peterborough implementation, British Gas will roll this package out across the UK.

In due course we will be examining a non-domestic equivalent.

(b) Non Domestic

The Cabinet portfolio holder authorised the Council to enter into an Energy Performance framework agreement (EnPC) with Honeywell Control Systems (“Honeywell”) in June 2013 by which energy efficiency improvements would be made initially to Council properties with the possibility of widening the scope of the scheme to other local authorities, social housing and other organisations.

The first call off contract under the framework (“Phase 1”) was entered into in December 2013 and details are contained in the appendix 3. There are two main types of proposals:

- Energy conservation measures (ECM’s) – the savings generated more than offset the costs of delivering the scheme, and each project makes a surplus. The next surplus contributes to the MTFS targets outlined in 6.4 below
- Pool Filters – these are schemes that the Council needs to undertake across its pools, and has made appropriate budgetary provision for this work. The energy savings do not fully offset the investment costs, but as the Council has budget for the works, all of the energy savings contributes towards the MTFS targets

A summary of these proposals can be seen below:

| | Total Cost £K | Saving £K | Net £K |
|--------------|--------------------------|----------------------|-------------------|
| ECM's | 1,835 | 2,328 | 493 |
| Pool filters | 1,350 | 585 | -765 |

The overall contribution to the Councils MTFS is £1.078m (ECM net surplus of £493K plus the pool filter savings of £585K)

In addition should the guaranteed savings figure be exceeded to the levels expected by Honeywell then the savings could increase by £210k. The council will also save significant future maintenance costs by replacing the pool filters at this stage (estimated to be around £1.2m of cost avoidance).

In the first years of the contracts the energy savings are as follows (the ECM figures are the net surplus, the pool filter figures represent the total income):

| | 2014/15 £K | 2015/16 £K | 2016/17 £K |
|--------------|-----------------------|-----------------------|-----------------------|
| ECM's | 60 | 4 | 16 |
| Pool filters | 21 | 31 | 32 |
| TOTAL | 81 | 35 | 48 |

Honeywell is now preparing an outline business case for a district heating system for the city. They are also scoping potential works at:

- (a) Peterborough Regional college
- (b) Cross keys – non domestic properties
- (c) Cresset theatre

Initial engagement has started with the Council's schools which will be the next priority area together with other PCC assets not covered by the Phase 1 works above.

5.3.4 REGENERATION

The Council is currently undertaking a review of its regeneration sites and is considering third party funding opportunities in order to bring forward new commercial and residential development within the city boundaries.

The deep recession has seen a prolonged period of under investment in development

opportunities across the UK. One reason for this is the unwillingness of developers to meet the cost of energy and civil infrastructure costs (and planning carbon offset obligations, such as "Allowable Solutions"). The powers of the ESCO are sufficiently wide to allow the ESCO to participate as a potential "enabler" of infrastructure (which could be funded through Prudential borrowing). Subject to satisfying regulatory compliance issues, the approach would create a long term secure income stream for the ESCO through "Distribution and Use of Network" charging.

The impact would be twofold for the Council:

- Actively helping to meet the challenge of enabling and unlocking development in Peterborough; and
- Providing investment into the local economy, other than by way of grant funding methods. Notably, grant funding would provide economic development, but would not provide a long term income return back to the Council on the infrastructure capital injection.

The Council should note that it can always sell infrastructure assets to one of the seven independent network operators at a future date. This would allow the Council to recover any borrowing costs incurred (with a potential profit, given the income generative element to the asset).

As part of the regeneration strategy, we are also examining the feasibility of the introduction of smart energy grids in the city and the rollout of smart energy meters.

5.3.5 ENERGY TRADING

The ESCO was established to trade surplus energy. Obviously the first priority will be to supply the Council's own needs. This is a key reason why the ESCO was incorporated to allow the Council to legitimately trade in accordance with Public Law requirements.

The sale of surplus energy is one of the key ways which the Council has identified additional long term revenue income streams. The sale of energy to the community and businesses is a stated Council aim. This should help provide certainty and stability in energy pricing for the local community.

To enable the above to be achieved then the Council will need to consider the appropriate route to sell the energy to create that benefit. In addition it obviously needs the energy supply available to do it.

A key decision for the Council will be in determining the balance between income generation for general budget purposes and the level of subsidy it wants to place in the 'local tariff'.

5.3.6 POTENTIAL PARTNER ORGANISATIONS AND OTHER COUNCILS

(d) Empower Community Ltd

As part of the evaluation around the large scale wind and ground mounted projects the Council was introduced to Empower. Several meetings have taken place to consider how the organisation may be used in the city. This may be as an alternative to Council build out or may be another route to developing other assets in the city. A report on the options will be presented to Scrutiny and Cabinet in due course.

(e) Swindon Council

We are currently examining entering into a memorandum of understanding with Swindon. The Council has established a trading arm which delivers large scale pv contracts. This may provide a competitive route to procurement that is already OJEU compliant.

(f) Mears Contract for PV

The framework agreement which the Council has entered into with Mears is open to other councils and housing associations. Mears has now developed a fully private funded solution for delivery of PV on social housing. This is generating significant interest and the Council will financially benefit from other organisations use of the framework

(g) Honeywell contract for EnPC

The contract is open to other councils and housing associations. There are several councils examining the use of the framework at present. In particular the local REIP are supporting three Essex councils to look at early adoption. Hertfordshire County council are also engaged in the process. The Council will financially benefit from other organisations use of the framework

(h) Consultancy support

There are also a range of councils that are interested in potential support to enable them to examine local energy strategies.

6. IMPLICATIONS

6.1 LEGAL

Local authorities are established and governed by statute, and can only act where they have a relevant statutory power. Powers must be exercised reasonably and in accordance with the purpose of the legislation to avoid a legal challenge on the grounds that an action is “ultra vires”. This includes the exercise of the general power of competence.

A local authority has a limited number of statutory powers which permits a local authority to trade for profit. Beyond those specific statutory provisions, if a local authority wishes to trade for commercial purposes it may do so (providing there is no statutory duty to provide the services and no other statutory power to trade) but subject to a number of constraints. The most significant of these constraints is that to trade commercially a local authority must do so only through establishing a separate company. The purpose of this provision to provide a level playing field to the private sector in terms of competition.

In setting up and operating such a company, the local authority must adhere to a number of provisions, including a pre-requisite of approving a business plan, transparency of accounts, restrictions on payments to local authority staff and members when acting through the company and having regard to guidance issued by the Secretary of State.

A restriction contained in s.11(3) of the Local Government (Miscellaneous Provisions) Act 1976 had provided that local authorities may sell energy but only that produced from a heat source. As this prevented local authorities being full participants in the government’s decentralised energy policy, the government made Regulations in exercise of the powers conferred by the 1976 Act which allows local authorities to sell energy they produce from renewable energy sources back to the national electricity grid. This came into force on 18th August 2010 as The Sale of Electricity by Local Authorities (England and Wales) Regulations 2010 (SI 2010/1910) “Renewable energy sources” includes energy from wind, solar, aerothermal, geothermal, hydrothermal and ocean energy, hydropower, biomass, landfill gas, sewage treatment plant gas, and biogases, so the power given by these Regulations is sufficient to cover a very wide range of options.

6.2 PROPERTY

The works to be undertaken by Honeywell as part of the ENPC have several benefits to the council such as :-

- extending the life of our building assets
- reduce utility costs both gas and electric

- Substantial CO2 savings helping to achieve the councils green ambitions.
- Reduce the maintenance back log to the property estate
- Provide a guaranteed energy saving return on capital investment

When the next phases of the ENPC contract come forward such as the district heating scheme and works to Schools the council will benefit from further savings and CO2 reductions in line with the above.

Overall the ENPC framework provides PCC with the opportunity to undertake substantial works to the property estate which will guarantee a return on the investment. Without this return on investment it is unlikely the council would have the capital monies to invest in the proposed schemes in the period of austerity.

6.3 ENVIRONMENTAL

The actions and work outlined are fully aligned with the councils Environmental capital ambitions.

6.4 FINANCIAL

6.4.1 The Council has the following savings already incorporated into the MTFs:

| | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 |
|---|---------|---------|---------|---------|---------|
| | £k | £k | £k | £k | £k |
| Energy initiatives | 450 | 450 | 450 | 450 | 450 |
| Net Income from wind and ground mounted solar projects (Americas Farm, Morris Fen and Newborough) | -323 | 274 | 3,774 | 4,193 | 4,452 |

Savings generated from a number of the initiatives outlined in this report will contribute towards the £450k target. In most cases this will be where there is a surplus of income over and above the investment and procurement costs of establishing the projects.

If the projects outlined in this report cannot deliver these savings, then the council will need to find savings elsewhere across the council.

6.4.2 As outlined earlier in the report, energy projects so far have been undertaken directly by the Council, and not through BSP. As such standard council processes apply (including contract regulations, financial regulations and other relevant elements of the constitution)

6.4.3 Work is underway to develop the financial procedures for BSP in anticipation of it becoming operational. This will include all operational and governance elements such as financial regulations, banking and financing arrangements, accounting policies payments processes and authorisation etc. The Council's own finance team will be heavily involved in establishing these, prior to approval by BSP.

6.4.4 Once operational, BSP will be required to produce annual accounts. As a wholly owned company of the Council, these accounts will also be incorporated into the Council's group accounts.

7. CONSULTATION

7.1 Internal only with the exception of the schemes at Americas Farm, Morris Fen and Newborough

8. NEXT STEPS

8.1 The Scrutiny is asked to:

- Receive and comment on the report
- consider its future role on the monitoring and delivery of energy matters and in particular scrutiny of the ESCO
- the timescale for any future reports

9. BACKGROUND DOCUMENTS

None

10. APPENDICES

- 10.1
1. Wholly owned Council Company
 2. Collective switching scheme
 3. EnPC December 2013 call off contracts with Honeywell

| | |
|---|---|
| SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE | APPENDIX 1 Agenda Item No. |
| 20 JANUARY 2014 | Public Report |
| Report of the Executive Director Resources BLUE SKY PETERBOROUGH | |

Wholly owned Council Company

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Tel: 01733 452576

1. **PURPOSE**

- 1.1 Members requested that the report to the Committee contains information on:
- the extent of the control or influence which the Committee can exercise over a wholly owned Council Company; and
 - the sanctions and controls which the Council has available to it.
- 1.2 To that it is worth adding, and beginning with, information on:
- why a Council would set up a company at all; and
 - how is a local authority company different from other kinds of company
- 1.3 That information was considered best presented in the form of the following Briefing Note.

2. **WHY WOULD THE COUNCIL ESTABLISH A LOCAL AUTHORITY COMPANY?**

- 2.1 Local authorities may wish or are required to form or become a member of a company for a variety of reasons. There is, however, a predominant reason for establishing a wholly owned company and that is to trade commercially with a view to making a profit.
- 2.2 Local authorities are established and governed by statute, and can only act where they have a relevant statutory power. Those powers must be exercised reasonably and in accordance with the purpose of the legislation to avoid the actions being declared unlawful, and therefore void, on the grounds that an action is “ultra vires”. This includes the exercise of the general power of competence.
- 2.3 A local authority has a limited number of statutory powers which permit a local authority to act in a way that produces a surplus or profit over costs. Beyond

those specific statutory provisions, a local authorities' powers to trade are primarily set out in the Local Authorities (Goods and Services) Act 1970 (LA(GS)A 1970) and the Local Government Act 2003 (LGA 2003) augmented by section 4 of the Localism Act 2011 in respect of the general power of competence.

- 2.4 The LA(GS)A 1970 deals with local authorities trading with other public bodies only, which is not dealt with here.
- 2.5 The latter deals with local authorities trading more widely, provided that there is no statutory duty to provide the services and no other statutory power to trade, and includes trading with individuals and the private sector. The key to the Council wishing to exercise these general powers to undertake a commercial activity or to make a profit for the authority is that, where
- “a local authority does things for a commercial purpose, the authority must do them through a company”¹***
- 2.6 The reasons for this are fairly straightforward. On the one hand, it is about protecting the public purse and other services by not exposing the Council to a high risk from a possibly bankrupt venture. On the other, it is about providing for a healthy and competitive marketplace and preventing a local authority from using its public sector base to act in an anti-competitive manner. This includes ensuring that the commercial venture of the authority is subject to normal liabilities for corporation tax, VAT, regulatory costs and so forth.
- 2.7 This was subject to a Parliamentary comment at the time, which stated that
- “local authorities and their trading arms have to be on a level playing field with the private and commercial sector in both a positive and negative way. They should not be at a disadvantage, but they should not have an outstanding advantage. Taxation is a particular issue. It is right to carry forward the requirement that such bodies should be companies and trading as such.”*
- 2.8 The principal power to trade, and the one relied upon by the Council to date, is under the Local Government Act 2003 and an Order made under that Act. This power is synonymous with the provision in the Localism Act stated above and creates a framework within which local authorities can operate their trading activities with the public and other commercial businesses. That framework requires the Council, amongst other things, to
- operate through a local authority company;
 - have regard to the guidance issued by the secretary of state in exercising the power; and
 - prepare and approve a business case before exercising the power.
- 2.9 The business case to be approved by the Authority is defined as a comprehensive statement as to:
- the objectives of the business;
 - the investment and other resources required to achieve those objectives;

¹ Section 4, Localism Act 2011

- any risks the business might face and how significant these risks are; and
- the expected financial results of the business, together with any other relevant outcomes that the business is expected to achieve.

- 2.10 It is good practice to refresh this business case, in the form of a business plan considered each year, to guide the company in carrying out its continuing activities.
- 2.11 An authority can provide goods, services and staff to the trading company. The authority is required to recover from the company any costs incurred in making such provision.

3. A LOCAL AUTHORITY COMPANY

- 3.1 Local authority interests in companies are governed by Part 5 of the Local Government and Housing Act 1989.
- 3.2 At the time of its introduction, the Government stated that the purpose of this piece of legislation was that:
- "when a company is effectively under the control of a local authority, ... the most significant controls that Parliament has laid down for the conduct of local authorities should apply to that company."***
- 3.3 This remains the case and the Council's companies are subject to the controls in this Act and the regulations made under it, currently the Local Authorities (Companies) Order 1995. This means that a 'regulated company' for these purposes:
- must mention on all relevant documents that it is controlled or influenced by a local authority, and name the relevant authority or authorities;
 - have limits are placed on the allowances payable to directors of such companies;
 - are bound by the restrictions on the publication of information imposed on local authorities; and
 - must remove directors if they are councillors become disqualified for membership of a local authority.
- 3.4 Requirements are also imposed as to the provision of information to the local authority's auditor and to Members, and of financial information to the authority.
- 3.5 In particular, a trading company over which a local authority has influence or control, especially where the Council is the only shareholder, must comply with local authority finance regulations.
- 3.6 It is worth adding that the local authority also needs to consider the financial implications of having a trading company on the balance sheet and must have regard to any other financial commitment or obligation they may have to such companies.

4 SANCTIONS AND CONTROLS WHICH THE COUNCIL HAS AVAILABLE TO IT

- 4.1 A wholly owned company means exactly what is implied by the term. More specifically, a local authority owned or controlled company is a subsidiary of the authority for the purposes of s.1159 of the Companies Act 2006. This means that it is a company in respect of which the Council
- holds a majority of the voting rights in it;
 - has the right to appoint or remove a majority of its board of directors;
 - controls alone a majority of the voting rights in it; or, as is most often this case,
 - all three of the above.
- 4.2 For all intents and purposes under the Companies Acts, the Council is the holding company of this company, its subsidiary.
- 4.3 Those ownership rights will be expressed through the actions of the Cabinet, because the functions being carried out by the company will almost certainly be executive functions of the Council. This control will be directly, through the adoption of the business plan or service agreement with the company, or through delegated authority to the cabinet members or the officers of the Council appointed to the company board by the Leader or Cabinet.
- 4.4 The Cabinet should view the company's audited accounts and reports on the activity and trading position of the company. The authority should also approve the business plan and see the accounts at least annually but are likely to require more frequent reports².
- 4.5 A company wholly owned or controlled by the Council therefore has near ultimate and complete control of the subsidiary company.
- 4.6 No conflict of interest can therefore arise between the Council and the wholly owned or subsidiary company.
- 4.7 The only exception to this is that the Directors of the Company owe an overriding duty in company law to the act in the best interests of the company. If the highly unusual occasion arose that caused the Council to act against the interests of its own company, therefore, the directors' duties are first to the company and if necessary to the exclusion of the interests of the Council.

5. THE EXTENT OF THE CONTROL OR INFLUENCE WHICH THE OVERVIEW & SCRUTINY COMMITTEE CAN EXERCISE OVER A WHOLLY OWNED COUNCIL COMPANY

- 5.1. The short answer is pretty much the same as for any executive function of the Council.

² Guidance issued by the Sec of State: Para 75, "General Power for Local Authorities to Trade in Function Related Activities Through a Company - Guidance on the Power in the Local Government Act 2003" July 2004

- 5.2. Where a Member or an officer has become a member or director of a local authority company, the Council must make arrangements for them to be open to questioning about the company's activities by Members of the Council at a meeting of the authority, or a committee or sub-committee, or by cabinet members in the course of proceedings of the Cabinet or a committee of the Cabinet. The member or officer is not, however, required to disclose confidential information about the company.
- 5.3. The legal framework for local authority companies includes an express requirement concerning the provision of information to Members of that Council, which reflects the similar provision in relation to local authorities generally. This states that a local authority regulated company

“shall provide to a Member of the Council such information about the affairs of the company as the member reasonably requires for the proper discharge of his duties.”³

The exception here is that the company cannot be required to provide information in breach of any enactment, or of an obligation owed to any person.

- 5.4. This is expressed most directly in the *“General Power for Local Authorities to Trade in Function Related Activities Through a Company - Guidance on the Power in the Local Government Act 2003”*. This is the guidance issued by the Secretary of State that the Council must have regard to in exercising its trading powers through a company. This states that:

“It is important that trading companies can operate on an equal footing with their competitors, but it is equally important that they are not used as a device for inhibiting legitimate public access to information about local government and local government services. The local authority should ensure that its own internal auditors have access to information held by the company and its subsidiaries.

“The local authority should ensure that its overview and scrutiny committees are able to exercise their powers in relation to the discharge of local authority functions under the relevant legislation. When a local authority (or a committee or executive) meets to consider the affairs of the trading company, such matters may be exempt from disclosure to the public if they fall within Schedule 12A of the Local Government Act 1972 (as provided in section 100A(4) of the 1972 Act). Matters listed in Part I of the Schedule are exempt from disclosure if the local authority so provides by resolution, although Part II of the Schedule qualifies a number of the exemptions. However, in the interests of openness, transparency and accountability a local authority will want to consider whether it would be in the public interest for discussions to take place in public”

6. SUMMARY

- 6.1 The company is wholly owned by the Council. The Leader or Cabinet will have determined the business case and will review it, will appoint the directors and will exercise the single vote that goes with owning all of the shares.

³ Art 7, Local Authorities (Companies) Order 1995

- 6.2 Regular formal reports should be made to the Leader or Cabinet by the company, including an annual refresh of the business plan.
- 6.3 An Overview & Scrutiny Committee may scrutinise a local authority controlled company, be that wholly owned or by majority shareholding, in the way that it would scrutinise any other part of the Council.
- 6.4 The Committee may call a director of the company who is a Member or an officer of the Council before it to give evidence. The Committee should expect open and full disclosure of the activities and finances of the company, but should be aware of the commercial sensitivity in how it receives and deals with this information.

Collective switching

The council runs a domestic switching scheme with auction provider iChoosr on behalf of other councils, named "Ready to Switch"

Founding Councils:

| |
|-----------------------------------|
| Peterborough City Council |
| Luton Borough Council |
| London Borough of Havering |
| Waveney District Council |
| Suffolk Coastal District Council |
| Northumberland County Council |
| Cheshire West and Chester Council |
| Blackpool Council |
| Hertfordshire County Council |
| Wiltshire Council |
| Hull City Council |
| South Holland District Council |

Additional Partners:

| |
|---------------------------------|
| Great Yarmouth Borough Council |
| Eastbourne Borough Council |
| North East Lincolnshire Council |
| Derby City Council |
| Leicester City Council |

To date, 4 rounds of switching have taken place, with a 5th round currently open for sign-ups. Under the iChoosr model, the participants from the Ready to Switch scheme are added to participants from other local authority schemes across the UK in order to increase the scale of the auction and the attractiveness to the energy supply companies that bid for those customers.

The overall results of each auction round is as follows:

Round 1

There were 3 winners as follows:

- Dual fuel online MDD: winner is Scottish Power
- Dual fuel paper MDD: winner is Scottish Power
- Elec-only online MDD: winner is Ovo Energy
- Elec-only paper MDD: winner is Co-operative Energy
- Dual fuel PPM: winner is Scottish Power
- Elec only PPM: winner is Scottish Power

73% of those registered were offered a saving. The overall average savings per household are **£122** a year.

Round 2

The auction for the largest ever collective switching scheme driven by Local Authorities went great (160,000 signups).

There were 3 winners as follows:

- Dual fuel online MDD fixed: winner is Sainsbury Energy (cash back offer)
- Dual fuel paper MDD fixed: winner is Sainsbury Energy (cash back offer)

- Elec-only online MDD fixed : winner is Scottish Power
- Elec-only paper MDD fixed: winner is Scottish Power

- Dual fuel PPM variable: winner is British Gas
- Elec only PPM variable: winner is British Gas

66% of those registered were offered a saving. Average saving per household was **£126** per year.

Monthly dual direct debit customers had the biggest average saving of **£163**.

Round 3

Overall more than 36,000 people took part. There were 2 winners as follows:

- Dual fuel online MDD: winner is Scottish Power
- Dual fuel paper MDD: winner is Scottish Power

- Elec-only online MDD: winner is Scottish Power
- Elec-only paper MDD: winner is Scottish Power

- Dual fuel PPM: winner is British Gas
- Elec only PPM: winner is British Gas

50% of those registered were offered a saving. Average saving per saving household was **£79** per year. Monthly dual direct debit customers had the biggest average saving of **£86** per year.

Round 4

Overall more than 50,000 people took part with over 8,130 for Ready to Switch.

There were 3 winners as follows:

- Dual fuel online MDD: winner is Scottish Power
- Dual fuel paper MDD: winner is Green Star Energy

- Elec-only online MDD: winner is Scottish Power
- Elec-only paper MDD: winner is Green Star Energy

- Dual fuel PPM: winner is Scottish Power
- Elec only PPM: winner is British Gas

68% of those registered were offered a saving. Average saving per saving household was **£103** per year. Monthly dual fuel direct debit paper billing customers had the biggest average saving of **£129** per year.

Honeywell Initial ECM & Pool Filters

| Scheme | Initial Capital investment £000s | Total Cost - Including Capital Sum / Interest Charges / annual charges etc £000s | Guaranteed Energy Saving £000s | Net Saving £000s | CO2 Saving Tonnes |
|---|-------------------------------------|--|-----------------------------------|---------------------|----------------------|
| Initial ECMs | | | | | |
| Regional Pool ECM (15 year) - Please note there are two contract for the pool - Contract 1 £27423 include lighting replacement. Contract 2 £495542 includes Pool Cover / Air Handling Replacement / Insualtion, BMS & Control | 523 | 887 | 1,169 | 282 | 317 |
| Jack Hunt Pool (15 year) | 44 | 133 | 161 | 28 | 44 |
| Town Hall (15 year) | 68 | 181 | 288 | 107 | 79 |
| Multi Storey Car Park (6 year) | 305 | 369 | 388 | 19 | 243 |
| City Market (6 year) | 36 | 63 | 67 | 4 | 35 |
| Central Library (6 year) | 66 | 83 | 130 | 47 | 85 |
| Bushfield Sport Centre (15 year) | 45 | 119 | 125 | 6 | 25 |
| | | | | | |
| ECM Total | 1,087 | 1,835 | 2,328 | 493 | 828 |
| | | | | | |
| Pool Filters | | | | | |
| Regional Pool (15 year) | 348 | 555 | 295 | -260 | 42 |
| Jack Hunt (15 year) | 236 | 355 | 142 | -213 | 13 |
| Lido (15 Year) | 297 | 440 | 148 | -292 | 12 |
| | | | | | |
| Pool Filter Total | 881 | 1,350 | 585 | -765 | 67 |
| | | | | | |
| TOTAL | 1,968 | 3,185 | 2,913 | | 895 |

Schedule Of Initial ECM Works

| | Lighting | Pool Cover | Air Handing Plant | Act Earth | Pool Filters | BMS Controls | Insualtion |
|-----------------------------------|----------|------------|-------------------|-----------|--------------|--------------|------------|
| Regional Pool ECM (15 year) | Y | Y | Y | Y | Y | Y | Y |
| Jack Hunt Pool (15 year) | Y | Y | | | Y | Y | Y |
| Town Hall - Civic Areas (15 year) | Y | | | Y | | Y | Y |
| Multi Storey Car Park (6 year) | Y | | | | | | |
| City Market (6 year) | Y | | | | | | |
| Central Library (6 year) | Y | | | Y | | Y | Y |
| Bushfield Sport Centre (15 year) | Y | | | Y | | Y | Y |
| Lido (15 Year) | | | | | Y | | |

| | |
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| SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE | Agenda Item No. 6 |
| 20 JANUARY 2014 | Public Report |

Report of the Executive Director - Resources

Contact Officer(s) – Jonathan Lewis – Head of Corporate Property and Children’s Resources
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MANAGEMENT OF THE FARMS ESTATE AND FUTURE PROPOSALS

1. PURPOSE

- 1.1 This report has been produced as a response to a request from the Chair of the Sustainable Growth and Environment Capital Scrutiny Committee (SGECSC) for an update on the management of the Council’s farms estate and confirmation of what future proposals the Council has for the estate.
- 1.2 The report outlines the current farm estate, some options for development and a proposal to establish a review group to develop a long term strategy for the development of the estate.

2. RECOMMENDATIONS

- 2.1 The Sustainable Growth and Environment Capital Scrutiny Committee is asked to note the contents of this report and comment on the proposals to set up a review group to look at a range of matters affecting the future management of the Council’s farms estate. To inform the development of the strategy.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 This report links to the delivery of sustainable growth through the effective management of the Farms Estate.

4. BACKGROUND

- 4.1 The Peterborough Farms Estate was purchased by the Council approximately 100 years ago. It is a statutory smallholdings estate held by the Council under the provisions of the Agriculture Act 1970. Section 39 of the Act states;

“In the performance of their functions under this Part of this Act smallholding authorities, having regard to the general interest of agriculture and of good estate management, shall make it their general aim to provide opportunities for persons to be farmers on their own account”.

- 4.2 Central government policy is to encourage all smallholdings authorities, such as Peterborough, to retain and develop their farms estates with the following aims:
 - *To provide opportunities for new entrants into farming*
 - *To provide examples of best practice*
 - *To provide a positive link between the city and the surrounding rural land*
 - *To support the local rural economy*
- 4.3 The most recent government report *The Importance of the County Farms Estate to the Rural Economy*, November 2008, made a number of key recommendations, including:
 1. *Regional Economic Strategies should recognise the importance of the County Farm*

structure as a crucial entry point for new entrants to agriculture

2. *Local authorities should take a longer-term view when considering sale of land to seek to maximise revenue for development whilst not undermining the principle objectives of the estates*
3. *Local authorities should develop the wider benefits of their holding with particular regard to renewable energy, local food, public access, education, employment and the broader rural economy*

- 4.4 The Estate is managed on behalf of the Council by Serco using a dedicated Rural Practice Surveyor. This forms part of the overall management of the Council's property assets. Strategic management of the assets and monitoring of the Serco contract on asset related matters are the responsibility of the Corporate Property Officer (CPO). Changes to the Senior Management structure within the Council, which took effect in November last year, formed the basis for a strengthening of Asset Management by bringing previously dispersed responsibilities for land and property asset management together. In doing so the Council has now established structures and partnership arrangements with Serco to provide both an operational and strategic focus from a single point through the newly created post of Head of Corporate Property and Children's Resources.
- 4.5 The farms estate consists of a total land area of 1,217 hectares (3,007 acres) consisting of :-
- 15 equipped holdings (with house and buildings)
 - 7 holdings with land and some buildings (no dwelling)
 - 12 bare-land lettings (no buildings)
- 4.6 The estate is located in three areas of the city, Newborough, Thorney and Fengate (see plans in Appendix A, B and C). Newborough has by far the largest numbers of assets and accounts for nearly 90% of the estate by area. A short summary of each is set out below -
- 4.7 **Newborough – 1066 ha (2634 ac)**
The land is largely a mix of peat based soils over clay subsoils and medium to stronger clays with some sandy areas, all classified grade 2. Most of the land is suitable for growing a variety of arable crops with some of the lighter land suitable for root crops including sugar beet and potatoes. The majority of the land is farmed as arable land. There is limited livestock farming. There are 13 fully equipped holdings, 7 lettings with some farm buildings but no dwelling and 8 bare land lettings making a total of 28 holdings. The condition of a number of dwellings and farm buildings, many of which were constructed during the 1960/70's, not only reflect the age of the asset but also the fact that there is a high incidence of subsidence in this area. The residential dwellings on the estate have suffered particularly badly. Over time significant expenditure will be required if the properties are to be brought up to modern farming standards. One of the proposed areas for review is the required programme for investment into the farms estate to address both condition and suitability of built assets across the estate, both residential and non-residential.
- 4.8 **Thorney – 115 ha (284 ac)**
There are 2 equipped holdings with houses and buildings and three small bare land lettings. The main block north of Thorney is medium clay loams over a gravelly sub-base, all grade 2 suitable for producing good quality cereals and break crops, such as beans and peas. The bare land letting south of the new Thorney bypass is peat over clay.
- 4.9 **America Farm at Fengate – 41 ha (102 ac)**
One of the first holdings to be purchased by Peterborough, equipped with a cottage and basic buildings. Predominantly reasonable quality peat based soils over clay subsoil, all grade 3a, the farm is entirely arable and is suitable for growing wheat, sugar beet and root crops. The land suffers from drought in summer due to excessive drainage by North Level Internal Drainage Board (IDB) maintained dykes that surround the land.
- 4.10 The estate currently contributes a net income to the council of about £200k per annum allowing for annual maintenance costs mainly arising from the building stock across the estate. With the recent trend of rising world food prices this is likely to increase the income levels, to the Council.

- 4.11 The estate is valued on an existing use value basis which is the standard approach when valuing assets which are let. The estate as a whole was valued in April 2013 and established a value of £11.25m. The valuation was undertaken by specialist external valuers Wilkes Head Eve and took account of the variety of tenures under which the estate is occupied. There are a variety of different lease arrangements to farmers of the land over different periods.
- 4.12 Agricultural land values have risen dramatically since the global financial crisis in 2008 and are currently at an all time high. The poor performance of other investment tools has led to significant investor interest in agricultural property in recent years. This includes interest from the major funding institutions which have recognised the inherent investment safety of agricultural land and property as an investment.
- 4.13 As a consequence of this valuation of the estate is extremely difficult. Virtually no let agricultural property has been sold in England for several years. Unlike land which is vacant, the market value of let property is linked to the return an investor would seek from the rental income, after taking into account the costs of running the property (repairs etc) and potential windfall gains through development.
- 4.14 As a result of the Localism Act 2011, recent relaxations on planning with permitted development rights (meaning a relaxation in the requirement to apply for planning permission for certain development) and the continued growth of the city, there may be greater potential for development over time than has been the case over the past few years.

5. KEY ISSUES

- 5.1 The farm estate the council retains is a valued and important aspect of the work of the city council and the character of the authority. The council needs to protect these assets whilst maximising their financial benefit of these assets and enhancing the rural economy. There has not been a significant review of the farm estate for many years and it is proposed that is now an appropriate time to consider how best the farm estate could be used. It is therefore proposed to establish a farm review group to develop a strategy for their future.
- 5.2 The Farms Estate is potentially a very valuable economic, social and environmental asset which should continue to contribute positively to the wider objectives of the Council and Peterborough. Diversification and better utilisation of the assets could bring about a wide range of benefits. It is proposed that these would be one of the main areas for that review group to consider. Some of the potential uses of the estate farms are summarised below:
- **Education** – links with local schools could be forged to provide an understanding of how food is grown and how farms influence the environment around Peterborough. There are buildings on the estate that could be converted to informal class rooms. One large local 14-19 education provider has already expressed serious interest in forging a link with the estate, possibly taking on a small tenancy or working in partnership with a tenant. As part of the energy park project there may be scope for the use of existing buildings or, undertake new build, to establish a visitor centre which would showcase both renewable energy and farming.
 - **Environmental Best Practice** – there is scope for farms to demonstrate good environmental practices. Nene Park Trust and Sacrewell Farm already provide some of this to the west of Peterborough. Sacrewell Farm has concentrated on Organic Farming and incorporated the principles of this into its visitor centre. Discussions with the RSPB indicate considerable scope to improve the environmental value of the estate. Some trees have already been planted as part of the Peterborough Forest initiative within the farms estate but there is scope for more without altering the character of the existing landscape.
 - **Local Food** – the soils on the estate are flexible in what they can grow and there is scope to reintroduce the growing of crops for local consumption, reducing carbon

footprint and forging a link between the city and its rural surroundings. For example, some food grown on the estate could be branded to reinforce the integration of city and its local surroundings.

- **Energy** – Growth of biomass crops such as beet or for renewable energy production is a key economic opportunity. The Peterborough estate is generally best suited to growing food crops but there is some scope for limited biomass production linked to specific users e.g. schools and public buildings.
- **Ethnic Diversity** – Peterborough has a diverse population. There is potential for a farm or farms to be tenanted by new entrants of non-British backgrounds who would grow crops specifically with their community in mind. This would help forge stronger links between the city and rural areas as well as helping integration of diverse communities.
- **Care Farms** – This is a national movement providing education and training for children excluded from school or children and adults with learning and or physical disability. Not only are these opportunities stimulating, they do have high success rates for example in helping children return to mainstream education. The consequential financial and social benefits around this can be quantified. Other Eastern Region counties have successfully developed care farms, e.g. Suffolk County Council
- **Renewable Energy Project** – The Council is seeking to deliver a range of renewable energy projects utilising its own assets. The proposed Energy Park project fits with the Government's stated aims for future diversification options for farms estates (as outlined in 4.3).
- **New Entrants into Farming** – Provide opportunity for new entrants into farming. There is great demand for farms to rent. Whilst it is difficult for newcomers to establish themselves in farming because of the considerable working capital required, there is some scope to enable new entrants into farming. It is understood that this is something Cabinet is keen to encourage. New entrants will help ensure that the farms themselves are proactively managed and in turn the income received by the Council is protected and where possible increased. The greater the incidence of new entrants the more the Council will be able to plan for a range of holding sizes particular given the age profile of the existing tenants is predominantly older age groups. Presently there is only one tenant under 55. Typically, on vacant possession, there is pressure to take this highest bid for the land (capital or revenue) which ordinarily would come from the consolidation of land under one farm operator. It is often the case that larger farms preclude new entrants in particular young people coming into farming. Potentially, the proposed community based financial contributions stemming from the Energy Park project might be used to train and then support new entrants.
- **Planning & Development** – Current government planning policy is to encourage redevelopment of a range of buildings including farm buildings by relaxing the criteria for development in rural locations. There may be some potential to realise greater value from the estate through reuse of buildings no longer suitable or required for agricultural purposes.

5.3 In addition to these diverse uses, there are a number of other factors to consider as part of the review -

- In the medium-term, it is anticipated that farm rents on the estate will be stable or rising which will give the council good income protection in a volatile market for other investment classes.
- Tenants have shown some willingness to diversify, thereby strengthening the local rural economy and improving rental returns on the estate
- Government policy is to encourage the retention and use of the county smallholdings estates where appropriate
- The Peterborough Farms Estate has scope for improved integration with the urban community

- Several farms are let on short-term tenancies and prior to termination of these tenancies it would be an opportunity to review and re-organise existing farm tenancies to optimise revenue returns, capital values but also wider social and economic returns.
- In the long term there are likely to be opportunities for windfall profits through the release of land and buildings for higher value uses, including development as part of structured approach to managing the estate.
- Peterborough is set for continued population growth. The estate represents a land bank for the Council which could provide significant social and economic dividends in the future. Part of the farms estates could for example help support the delivery of affordable housing on exception sites (those sites not currently allocated for development in the Local Development Framework)

5.4 The aim of the review of the farms estate is to develop and review a range of options with the intended outcome being the establishment of a long term strategy for the Farms Estate.

5.5 As part of the current Medium Term Financial Plan (MTFP) some capital receipts have been identified from releasing land from the farm estate. This is based on the current strategy of phased disposal when tenancies either expire or about to expire. This approach may change as a consequence of the review.

5.6 An initial meeting with representatives of the farm tenants has been held to discuss the potential scope of the review group. Following this committee meeting, a formal working group will be established to include representatives of the farm tenants, councillors and relevant council officers. Specialist representations from groups such as the wildlife trust and other interested bodies will also be sought.

6. IMPLICATIONS

6.1 There are no implications of this report other than the timetable and process for the review of the farms estate being brought forward by the CPO will be influenced by the role of the review group, frequency of meetings, its terms of reference and actions coming out of this.

7. CONSULTATION

7.1 This is the first of a series of reference/information briefings for members. This briefing is intended to concentrate on the background to the estate and the current management arrangements and as an outline for a comprehensive study of the estate as part of Strategy setting going forward. As the work of the review group continues, this will be shared at future meetings and the final strategy will be subject to public consultation if deemed appropriate.

8. NEXT STEPS

8.1 The key next step is to establish the review group, develop its terms of reference, membership and scope out an initial work-plan. It is proposed that a further paper is presented at a future scrutiny committee.

9. BACKGROUND DOCUMENTS

None

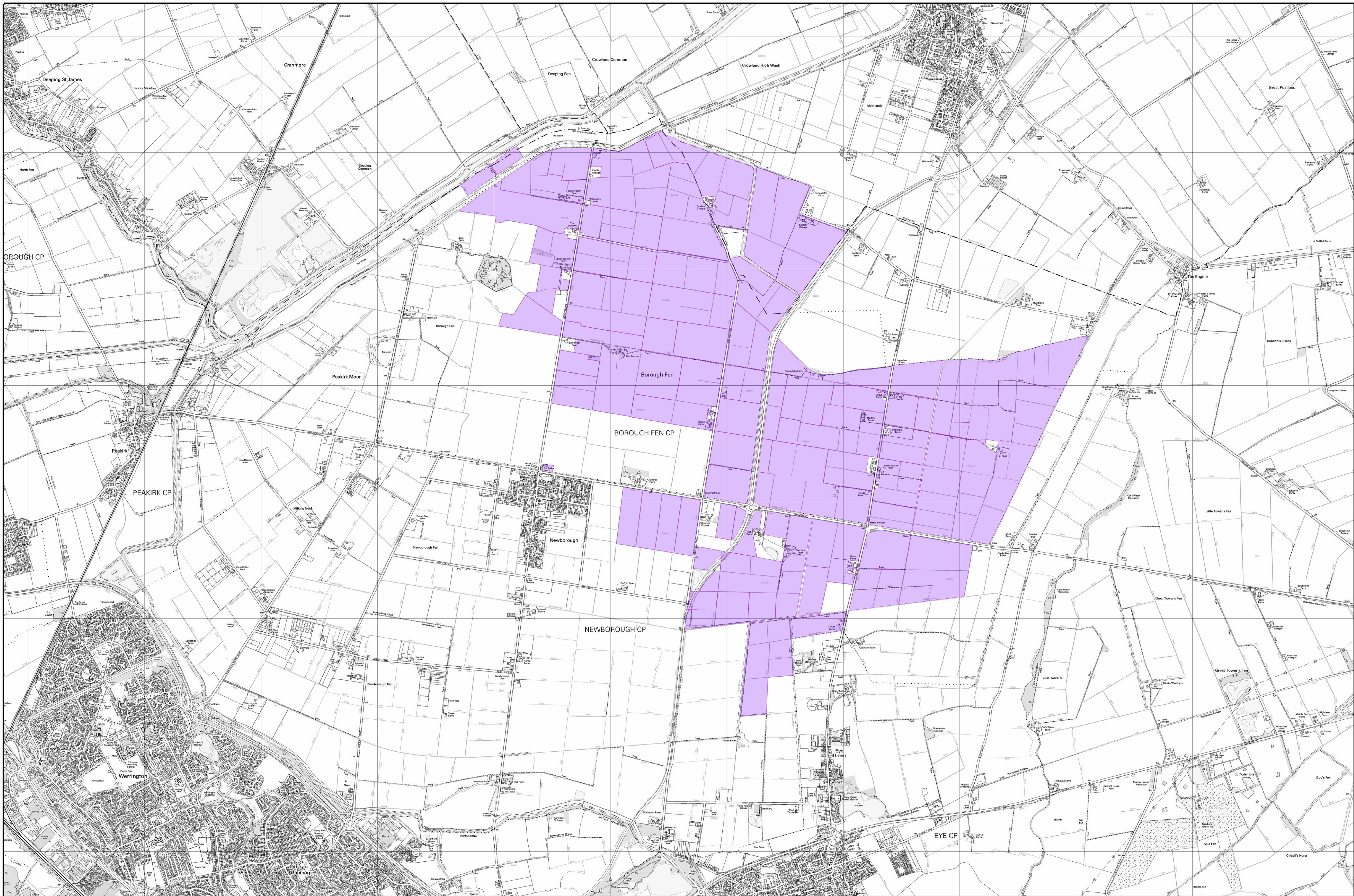
10. APPENDICES

Appendix A Newborough Farms Estate Plan

Appendix B Thorney Farms Estate Plan

Appendix C America Farm Estate Plan

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Title Newborough Farms

Scale 1:10000

Drg. No.

Department Shared Transactional Services - Asset Management

Date

26th September 2011

Name HH

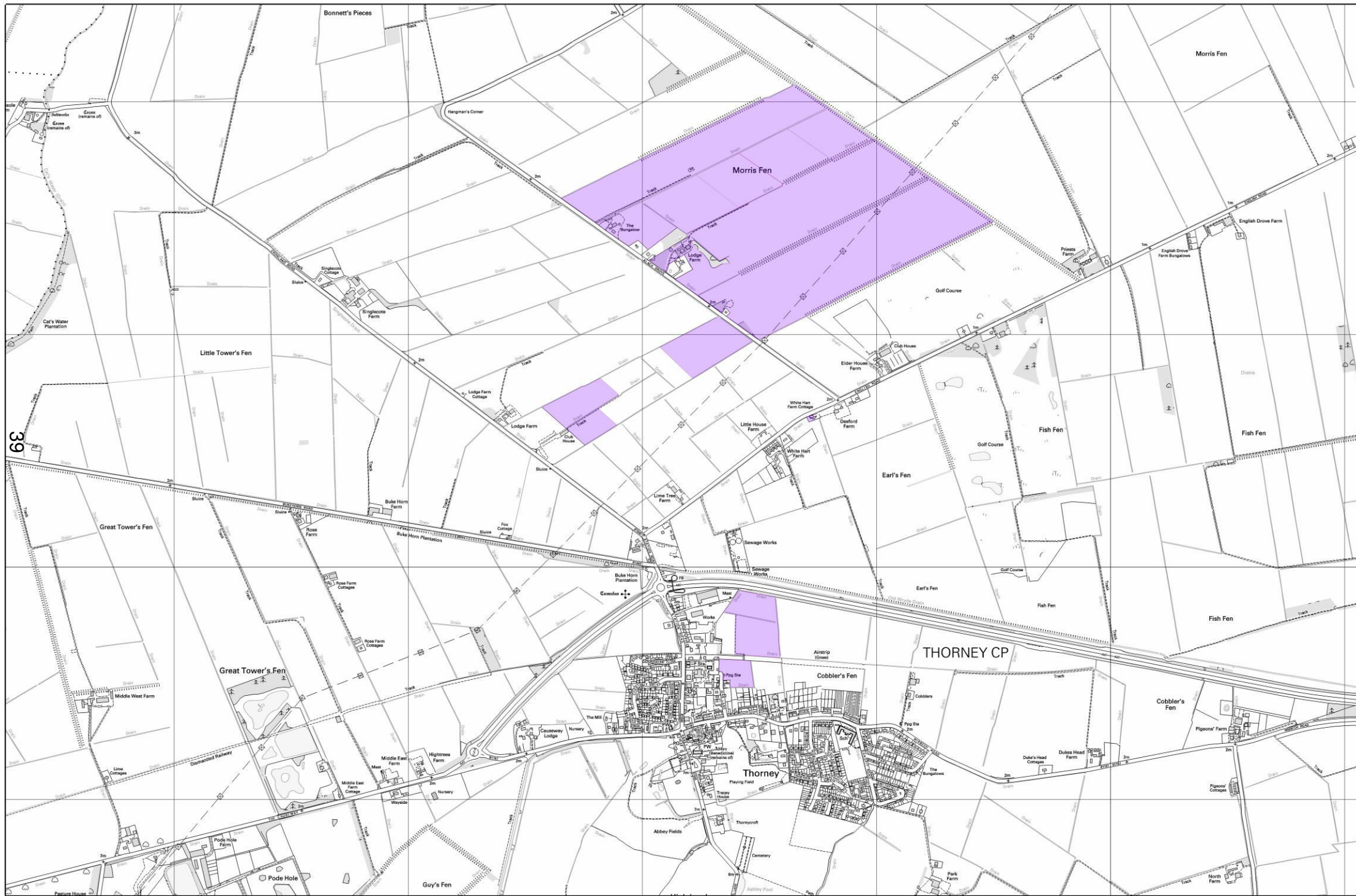
PCC GIS



PETERBOROUGH
CITY COUNCIL

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LAND AT THORNEY

Drg. No.

Department Shared Transactional Services - Asset Management

Date

26th September 2011

Name HH

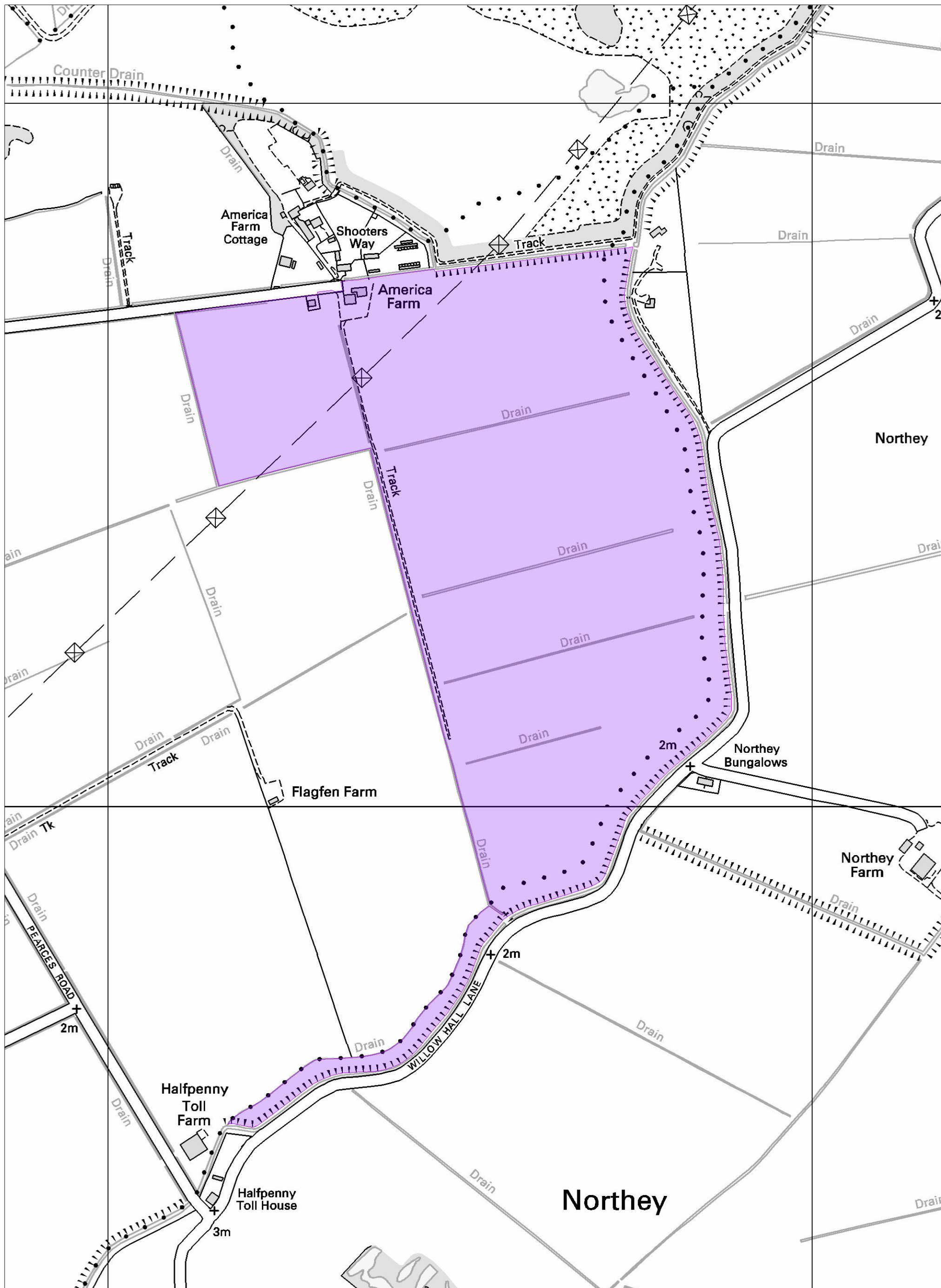
PCC GIS



PETERBOROUGH CITY COUNCIL

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Title America Farm

Scale 1:5000@A3

Drg. No.

Department Shared Transactional Services - Asset Management

Date 26th September 2011

Name HH

PCC GIS



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| SUSTAINABLE GROWTH & ENVIRONMENT CAPITAL SCRUTINY COMMITTEE MEETING | Agenda Item No. 7 |
| 20 JANUARY 2014 | Public Report |

Report from Opportunity Peterborough

Contact Officer(s) – Neil Darwin, Chief Executive, Opportunity Peterborough
Contact Details – 01733 317488

OPPORTUNITY PETERBOROUGH UPDATE

1. PURPOSE

1.1 This report provides an update on work being undertaken by Opportunity Peterborough and the overall economic picture in Peterborough.

2. RECOMMENDATIONS

2.1 The Commission is asked to note this report.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

3.1 Opportunity Peterborough's (OP) focus is upon the priority 'delivering substantial and sustainable growth'.

4. BACKGROUND

4.1 i) What is Opportunity Peterborough?

OP is the City's economic development company. The company is owned by Peterborough City Council as a single shareholder, operated by an independent Board of leading private sector figures. The company is responsible for:

- Attracting new businesses to the City;
- Supporting existing local companies to grow;
- Delivering the City's Skills agenda via the Skills Service;
- Managing the Eco Innovation Centre
- Leading relationships with the Greater Cambridge Greater Peterborough Local Enterprise Partnership; and
- Delivery the Future Cities Demonstrator programme.

PCC during 2013/14 provided a grant of £380k from a total income of £1.1m. Additional funds being secured from European projects/the Local Enterprise Partnership and small-scale private sources.

ii) The current state of the Peterborough economy

The past five years have been the most difficult in economic terms in living memory. Nationally there are signs of growth. Reports are confirming that businesses are seeing growth and increased sales, unemployment is falling and inflation also decreasing. All signs point to renewed confidence.

Within Peterborough, the picture mirrors the national headlines. However, it has been recognised by external commentators that Peterborough has been 'bucking the trend' for some time. We have seen the McKinsey Global Institute state that Peterborough will be the fastest

growing city up to 2026. Projections suggest that the City could see its Gross Domestic Product increase by 40% between 2007-2025. This comment is supported by the Centre for Cities which has stated that Peterborough is the second fastest growing City in the UK (outlook 2013).

The local picture is matched in other areas. Unemployment has been steadily falling during 2013. The current rate is 5.2%. Within this the Claimant Count has reduced by 13.5% during 2013, while this remains too high the City is now better equipped to support residents looking for work. There is a range of provision available to provide skills to young people or retraining for others. The development of University Centre Peterborough continues. This remains a key project if the City's economy is going to expand and attract quality employment opportunities. We anticipate an announcement on whether the City has been successful in establishing a 'University Technical College' (under Peterborough Regional College leadership) during January 2014. This facility, assuming success, would provide a more vocational route for many young people rather than the more academic route we have become accustomed to.

Peterborough, unlike many other cities, benefits from a very diverse economy. This is a feature of the City's rapid growth during the New Town phase. The City retains a strong manufacturing base, a sizable financial services sector, growing reputation for logistics and a large presence of environmentally facing businesses.

Despite the economic pressures, the City continues to see new job announcements. Companies such as BGL and Royal Mail continue to recruit while new investors include Kelway and Genfrost.

The OP team area is hearing very positive comments from across the local economy. This is also reflected in our conversations with the Banks and Accountants. While this is not uniform, many of our local businesses have weathered the economic downturn and now appear primed for growth. However, we do continue to see some companies struggle; there remains potential for further closures although none appear to be on the horizon. One of the City's biggest weaknesses is that a greater proportion of our companies have foreign owners. This simply means that decisions concerning some of our largest businesses are not made locally and dependent on overseas factors and influences.

iii) Investment enquiries

OP continues to receive a broad range of enquiries from businesses looking to invest or bring operations to the City. At any one time, the team will be working on 30/40 enquiries. Each of these will be at different stages of development, while some can take over two years to deliver.

The most major determinant on the levels of enquiry is the ability to proactively market the City. In the past 18 months due to budget pressures OP has not been able to proactively market in order to attract interest. While Peterborough won't be unusual in this respect, it is noticeable that other Cities that continue to invest are seeing improved returns.

Over the past ten years the type of enquiry has changed. Today there is less likelihood of seeing large scale foreign owned business move to the City. Broadly, the nature of enquiries is from small to medium enterprises based within the South East of England, this being a cost driven solution to the business. This may be a result of the economic downturn, although we will be able to test this once the economy is producing stronger growth.

iv) Land and premises availability

A key ingredient driving business location decisions is the availability of land and premises. This area is competitive with other similar cities offering the same package. It is fair to say that Peterborough's cost (land and labour) are lower, however, the City suffers from having aged premises that are tired, non-compliant with legislation eg disability or simply location of premises. Again some of these issues are from the City's New Town past with premises now typically being 30 years old. Where new build has occurred, demand has been reasonably

strong, however, take up is determined by pricing which neither OP/PCC can control.

A similar picture exists around land where Peterborough's principle offering is via Roxhill Developments, the Great Haddon Gateway site. Initial investors include Yearsley Logistics and Geopost. By this site's nature, it is almost inevitable that it will favour logistics operations. However, beyond this site, the City can only currently offer smaller parcels in more restricted, less accessible areas which are obviously less attractive to investors. This issue also needs to be balanced against the political imperative to attract higher value jobs to Peterborough.

v) Peterborough Skills Service

For the past two years, OP has hosted the Peterborough Skills Service (PSS). This at the time was a unique offer which sought to better understand the types of skills the business community requires in short and medium terms. This would then help shape local education and training delivery. After two years the service has delivered significant support for which the key outputs are:

- Provide 1,200 work experience placements;
- Worked with 1,300 business – either providing work placements or visiting young people in schools;
- Working with secondary schools in the City with business leaders providing CV support writing activities and overviews of careers in businesses; and
- Held a successful 'Careers Fair' on the Embankment in July 2013. Attracting over 2,000 young people and 100 businesses providing demonstrations

Our Skills work has been successful to the point where the Local Enterprise Partnership has now agreed to fund a pilot building on the Peterborough Skills Service alongside Rutland, Fenland and King's Lynn and West Norfolk councils. Other areas across the country have been in contact seeking to replicate the approach, most notably Cambridge.

vi) Managing the Eco Innovation Centre (EIC)

OP was contracted by PCC to manage the EIC in April 2013. The role of the EIC is an important one for the City in supporting new start up businesses and acting as a draw for innovative products. The EIC produces a small annual surplus, which is returned to PCC.

Since April, rental take up has improved from 80% occupancy to 95% occupancy. This level is now optimal in terms of operation of the Centre. OP now also hosts a monthly 'Peterborough does Business' event. This is always 'sold out' with over 50 micro businesses at each event. Growing these networks remains important in terms of developing supply chains.

vii) Peterborough's supply chains

Economically, Peterborough is relatively self-contained. Our geographic location makes it far more cost effective to trade locally and with a diverse base of companies most goods and services can be sourced.

While OP does not focus specifically on supply chains, we are aware that many of the largest businesses in the City tend to have global supply chains. Perkins Engines still utilise a sizable local supply chain, however, this is likely to be the exception to the rule. The overall focus on global supply chains has come as a result of modern trade cycles and practices. That said the Peterborough economy consists of 95% small medium enterprises which sees a lot of local sourcing.

viii) The role of the Greater Cambridge Greater Peterborough Enterprise Partnership

The Greater Cambridge Greater Peterborough Enterprise Partnership (GCGPEP) was formed in 2010 bringing together representatives from 13 local authorities and business community. Representatives come from Peterborough, Cambridgeshire, Rutland, West Norfolk, West

Suffolk, North Herts including districts. A group of 14 form the LEP Board. There are 39 EP's across England. Each designed to cover their economic footprint. Although in GCGPEP's case the absence of Southern Lincolnshire means Peterborough has a gap in its footprint.

Local Enterprise Partnerships were designed by Government to replace the Regional Development Agencies (such as EEDA). OP plays a leading role in GCGPEP. Operationally OP is leading the following activities:

- Implementation of Local Skills teams (based on Peterborough Skills Service);
- Developing a coherent inward investment offer across the area; and
- Co-ordinating the '2014 Year of Exporting' campaign.

The GCGPEP is responsible for producing a Single Economic Plan which is currently being drafted. It is anticipated that following negotiation this could be worth around £30m-£40m in 2014/15.

In addition, OP is currently working on the Future Cities Demonstrator programmed awarded to Peterborough by the Technology Strategy Board. OP is currently leading the Innovation strand and overall programme management.

OP delivers the 'Bondholder' Scheme which acts as a network to bring all companies large or small together. This includes helping to build trade and sales between companies. OP provides monthly e-newsletters to companies which reflects local news and provides a facility for local companies to promote themselves. OP also hosts bi-monthly Breakfast meetings attracting on a regular basis 150-200 attendees. This approach has gained national profile and replicated in a growing number of areas eg Hull, Derby and Burnley.

5. IMPLICATIONS

5.1 Items within this report are city wide in nature.

6. CONSULTATION

6.1 None undertaken for this report.

7. NEXT STEPS

7.1 Further updates will be brought to the Sustainable Growth & Environment Capital Scrutiny Committee during 2014.

8. BACKGROUND DOCUMENTS

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

8.1 None

9. APPENDICES

9.1 None

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|--|--------------------------|
| SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE | Agenda Item No. 8 |
| 20 JANUARY 2014 | Public Report |

Report of the Director of Growth and Regeneration

Contact Officer(s) – Mark Speed Transport and Infrastructure Planning Manager
Contact Details - Tel. 01733 317471 Email. mark.speed@peterborough.gov.uk

LOCAL TRANSPORT PLAN PROGRAMME OF WORKS 2014/15

1. PURPOSE

- 1.1 The purpose of the report is to provide information regarding the Local Transport Plan Programme of Works 2014/15 to the Committee before being submitted to the Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement for approval.

2. RECOMMENDATIONS

- 2.1 To consider the proposed Local Transport Plan Programme of Works for 2014/15 and to comment on the programme prior to its submission to the Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The programme has a positive impact on the following Community Strategy objectives:
- Creating opportunities - tackling inequalities
 - Creating strong and supportive communities
 - Creating the UK's environment capital
 - Delivering substantial and truly sustainable growth

The Local Transport plan contributes to the following National Indicators:

- Principal road condition
- Non-Principal classified road condition
- Total killed and seriously injured
- Child killed and seriously injured
- Public transport patronage
- Accessibility Indicator -access to services
- Mode share for journeys to school
- Bus punctuality
- Congestion

4. BACKGROUND

- 4.1 The Department for Transport (DfT) calculates the block allocation for highways maintenance for each local authority using a need based formula. This is based on several factors including; total road length by classification and condition; the number of bridge structures and whether they require significant maintenance or strengthening; and the number of street lighting columns over 40 years old. The block funding for small integrated transport improvement schemes is

also available for supporting development in less prosperous areas; improving road safety statistics; public transport patronage; traffic congestion; accessibility; and tackling pollution.

- 4.2 The Council expects to be awarded a total of £5059k transport settlement for 2014/15 comprising of £2109k Integrated Transport Block Grant and £2950k Capital Maintenance Block Grant.
- 4.3 The Council is expected to continue to allocate additional funding (£1349k) to support the maintenance of the highway network, which has been added to the transport funding allocation detailed in Table 1 below:

Table 1-Proposed Allocation of Funding

| 2014-15 Programme Categories | £k |
|--|-------------|
| Annex 1 LTP Integrated Transport Block | 1800 |
| Annex 2 Highways Maintenance | 3159 |
| Annex 3 Street Lighting Maintenance | 499 |
| Annex 4 Bridge Maintenance | 950 |
| Total | 6408 |

The Council budget for 2014/15 has not yet been agreed and it should be noted that the programme of works included in this document is an outline proposal. The number of schemes delivered will be adapted as further information regarding the funding available for the programme becomes clear. As with the development of this programme schemes will be added or deleted as required based on a clear “needs based” prioritisation basis.

5. KEY ISSUES

- 5.1 To consider the details of the indicative programme of works proposed to be carried out in 2014/15.

5.2 The Council budget for 2014/15 has not been agreed and it should be noted that the programme of works included in this document is an outline proposal. The number of schemes delivered will be adapted as further information regarding the funding available for the programme becomes clear. As with the development of this programme schemes will be added or deleted as required based on a clear “needs based” prioritisation basis

6. IMPLICATIONS

- 6.1 Failure to identify a timely programme of works could result in the Council being unable to deliver the 2014/15 LTP allocation in full. This may result in a reduced LTP allocation for subsequent financial years, impacting negatively on the authority’s highway network.
- 6.2 The legal implications of not approving the spend outlined in this document and the annexes may mean that the Council cannot meet the requirements of the Local Transport Plan 3. In addition it could also impact on the Council’s legal duty to inspect and maintain the highway.
- 6.3 The legal and financial implications of approving the LTP Programme of Works 2014/15 are that the highway network can be maintained and improvements can be carried out using grant funding from DfT.
- 6.4 The programme relates to the city as a whole and therefore the implications are city-wide.

7. CONSULTATION

- 7.1 The Long Term Transport Strategy 2011-2026 (LTTS) and Local Transport Plan 3 2011-2016 (LTP) was adopted by the Council on the 13 April 2011 following an extensive consultation with statutory consultees and a wide range of stakeholders. Appropriate consultation will be undertaken on individual schemes in the programme as required.

8. NEXT STEPS

- 8.1 The programme will be submitted to the Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement for approval.

9. BACKGROUND DOCUMENTS

Peterborough Local Transport Plan 3 (2011- 2016)

<http://www.peterborough.gov.uk/ltp>

10. APPENDICES

- 10.1
- The 2014/15 Integrated Transport Programme (annex 1)
 - The 2014/15 Highway Maintenance Programme (annex 2)
 - The 2014/15 Street Lighting Maintenance Programme (annex 3)
 - The 2014/15 Bridge Maintenance Programme (annex 4)

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Annex 1 - Integrated Transport Programme 2014/2015

| Draft Budget Head | Scheme | Description | Budget |
|---|---|---|-------------------|
| Public Transport | Core Bus routes | Park Road adj All Saints, Raised kerbs and cantilever shelter | £120,000 |
| | | Park Road near Deacons Academy, Raised kerbs and cantilever shelter | |
| | | Park Road near Dogsthorpe Rd, Raised kerbs and cantilever shelter | |
| | | Dogsthorpe Rd adj All Saints Schools, Raised kerbs and cantilever shelter | |
| | | Dogsthorpe Rd adj Brownlow Rd, Raised kerbs and cantilever shelter | |
| | | Dogsthorpe Rd adj Fire Station, Raised kerbs and cantilever shelter | |
| | Interchange and bus stop improvements | Northborough, Lincoln Rd opps Packhorse PH Raised kerbs wooden shelter | £30,000 |
| | | Wittering, Burghley Ave adjacent Exeter Rd, raised kerbs and cantilever shelter | |
| | | Staff fee for projects | |
| | Real Time Passenger Information (RTPI) | Upgrade RPTI units to modern communication this may include upgrade of shelters to full RTPI compliance (City wide project). Installation of RTPI where appropriate to accompany improvements to stops undertaken as part of Core Bus routes and Interchange and bus stop improvements programmes. | £80,000 |
| Bus station capital improvements | Improvements at the bus station inline with the accessibility audit and LSTF works | £30,000 | |
| Total | | | £260,000 |
| Walking and Cycling | Cycle Network | North South Cycle Route (TP) | £120,000 |
| | | Cycle Improvements Oundle Road RD1332 | |
| | | Aldermans Drive Cycle Improvements (TP) | |
| | | Bretton Park Signage RD1276 Bretton Spine (north) | |
| | Cycle Parking | Oakly Avenue RD1343- 4 Sheffield Stands Orton Waterville RD1316 4 Sheffield Stands Oundle Road (outside Nisa Local) RD1349 2 Sheffield Stands Oundle Road (near bench and Woodston Cycles) RD1349 2 Sheffield Stands Long Causeway cycle stands Secure Cycle parking districts (1.1.5) | £40,000 |
| Walking infrastructure schemes | Support for Nene Park Capital Bid. | £80,000 | |
| Signalised crossing scheme | Toucan Bright Street (Bourges scheme) Toucan Crawthorne (St Johns scheme) Toucan Broadway (St Johns scheme) | £210,000 | |
| Total | | | £450,000 |
| | City Centre | Westgate Link to Bourges and city centre | £210,000 |
| Total | | | £210,000 |
| Intelligent Transport Systems (ITS) | Urban Traffic Management Control (UTMC) | Installation of an AnPR camera at Junction 2. Installation of CCTV at key junctions to include Junctions 1 and 3 on Fletton Parkway and A15 Glinton Roundabout. Design of Variable Message Sign system and some infrastructure to enhance traffic management capability. Main VMS signs to be installed in financial years 2015/16 onwards. | £150,000 |
| Total | | | £150,000 |
| Network Management | Congestion "hot spot" treatment | Solution to traffic issues | £100,000 |
| Total | | | £100,000 |
| Safer Roads | Local Safety Schemes | Broadway/Princes Gardens Broadway/Princes Gate Splitter islands | £20,000 |
| | | Staniland Way | £250,000 |
| Total | | | £270,000 |
| Accessibility | City Centre Accessibility | Walk friendly City Report Park Road Corridor | £100,000 |
| | Mobility Improvements | Crescent Bridge subway steps from Thorpe Rd to subway | £45,000 |
| | | Orton busway improvements to access footway to bus stops. | |
| | Safer Journeys To School (SJTS) | Tyesdale / Middleton, Bretton | £120,000 |
| | Travel Security | Home to School Transport Equipment Specialised safety equipment for children with physical disabilities, home to school transport. | £20,000 |
| | Dropped Kerb Programme | Cranford Drive Atherstone Avenue Bakers Lane accesses to Oundle Road Bardney Lawson Ave- Windsor Drive Mayors Walk entrance to walk in centre Sheep Walk | £35,000 |
| | Rights of Way Improvement Plan (ROWIP) implementation | Various rights of way improvements across the authority area | £20,000 |
| Innovative Travel | Support for the station and Rapid Charging Point Installation. | £20,000 | |
| Total | | | £360,000 |
| Total Integrated Transport Programme for 2014/2015 | | | £1,800,000 |

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Annex 2 - Highway Maintenance Programme 2014/15

| Street | Treatment |
|---|---|
| Helpston Road (A47 to s/d joint) | Carriageway surface dressing treatment |
| Church St and The Green (Heritage paving £48k) | |
| New Cut (A47 to insitu HRA) | |
| New Cut (Insitu HRA to French Drove) | |
| B1040 Crowland Road (2012 S/D joint to Single Sole Farm) | |
| Newborough Road (A47 to Bridge) | |
| Guntons Road (Bridge to Turves Drain) | |
| Sutton Lane (B1524 Lincoln Rd to B1162 Deep' St James Rd) | |
| Maxey Road (B1443 to Railway line) | |
| Gresley Way (Ivatt Way to Bretton Gate) | |
| King Street (Lolham Hall Cottages to Bdy) | Resurface carriageway |
| Jct 47 Werrington Parkway | |
| Jct 42 Bourges Boulevard | |
| A15 London Road/Celta Road junction | |
| B1443 Helpston (either side of level crossing) | |
| Lynchwood | |
| Alexandra Road | |
| Frank Perkins Parkway E/B & W/B | |
| Thorney Road, Newborough | |
| Werrington Bridge Road | |
| Scheme support inc design | Carriageway micro asphalt surface treatment |
| South Street (rear of Bellamy Court) | |
| Woodhurst Road (entire length) | |
| Morborne Close (entire length) | |
| Coppingford Close (entire length) | |
| Hartford Close (entire length) | |
| Earlswood (Brimbles Way to jct Vetchfield) | |
| Thornleigh Drive (entire length) | |
| Robert Rayner Close (entire length) | |
| Sages Lane (part) | |
| Sandford Close | Footway slurry seal surface treatment |
| Holdich Street | |
| Clifton Ave | |
| Riverside | |
| Fairfax Way | |
| Northfield Road (Exeter to Alexandra Rd) | |
| Thorpe Road (Midland Road to Thorpe Meadows south side) | |
| Ullswater Avenue (entire length) | |
| Ennerdale Rise (entire length) | |
| Grasmere Gardens (entire length) | |
| Coniston Road south (Thornton Close to Barrowdale Close) | |
| Coniston Road north (No 49 to near Eskdale) | |
| Beauville Gardens (entire length) | |
| Thornton Close (entire length) | |
| Tanhouse (entire length) | |
| Stonebridge (entire length) | |
| Stonebridge Lea (entire length) | |
| Weatherthorn (link footpaths) | |
| Walton Road | Resurface footway |
| City Road (footway) | Resurface carriageway |
| City Road (c'way) | Resurface carriageway |
| Total Estimated Budget | £2,229,000 |

Footway Slab Replacement

| Street | Treatment |
|--|--------------------------|
| Portman Close | Footway slab replacement |
| Wilton Close | |
| Thoresby Close | |
| Glamis Gardens | |
| Malvern Road (Gunthorpe Rd to Chiltern Rise) | |
| Malvern Road (Chilton Rise to Mendip Grove) | |
| Malvern Road (Mendip Grove to Hallfields Lane) | |
| Total Estimated Budget | £230,000 |

PCC Revenue

| Street | Treatment |
|--------------------------------------|---------------------------|
| Various | SMART |
| | Inspector defined schemes |
| | Safety fencing retention |
| | Crack sealing |
| Skaters Way | Resurface footway |
| Lime Tree Avenue | |
| High Street, Blue Bell to Ladds Lane | |
| Total Available Budget | £700,000 |

| | |
|--|-------------------|
| Estimated Highway Maintenance Programme Total | £3,159,000 |
|--|-------------------|

NOTE:-

The list of proposed schemes will be dependent on the final budget allocation.

Some of these proposed schemes may be affected by other works and utilities being carried out within Peterborough City Council Unitary Area and may have to be omitted from the programme for this financial year. Should this be the case then the next schemes of high priority will be taken from the list of assessed roads.

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Annex 3: Street Lighting Maintenance Programme 2014/15

Note: Please note that this programme is subject to budget approval and modification as schemes get developed.

| Street | Details |
|--|-----------------|
| Ainsdale Drive | |
| Barnes Way | |
| Birkdale Avenue | |
| Canterbury Road | |
| Carron Drive | |
| Church Street | |
| Church Street | |
| Church Street | |
| Coningsby Road | |
| Edinburgh Avenue | |
| Foxcovert Road | |
| Granville Street | |
| Hall Lane | |
| Helmsdale Gardens | |
| Huntly Grove | |
| Lancing Close | |
| Lewes Gardens | |
| Lichfield Avenue | |
| Princes Street | |
| Ripon Close | |
| Salisbury Road | |
| Storrington Way | |
| The Green | |
| The Steynings | |
| Street Lighting Maintenance Programme Total | £499,000 |

Column Replacement Estimated Costs as one Programme rather than Individual Schemes

Note: The number of schemes delivered from the proposed list will be dependent on individual scheme costs and final budget allocation. Schemes which are not delivered this financial year will be considered for the following years programme.

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Annex 4 - Bridges Programme 2014/2015

Bridge Maintenance Block (LTP funded)

| Description | Estimated Cost (£) |
|--|--------------------|
| Parapet Safety Schemes | £438,500 |
| Hundreds Road Bridge | |
| Orton Bridleway | |
| | |
| Bridge Strengthening Package | £273,500 |
| Nene Bridge Bearings | |
| Fletton Parkway Railway strengthening | |
| Horseshoe Bridge | |
| Horsey Toll | |
| Baxters Bridge Culvert | |
| South Drain Nunton Lodge | |
| Guntons Rd Culvert | |
| | |
| Major Improvements Package | £88,000 |
| Crescent Bridge refurbishment package design | |
| Ufford Rd Railway pointing | |
| South Street Footbridge replacement | |
| Bluebell footbridge refurbishment | |
| Subway Improvements | |
| | |
| LTP Bridge Maintenance Block Total | £800,000 |

PCC Capital Allocation Bridges

| Description | Estimated Cost (£) |
|--|--------------------|
| Footbridge Safety Schemes | £150,000 |
| Clare Footbridge painting | |
| Oundle Rd footbridge painting | |
| Glinton Footbridge painting / resurfacing | |
| | |
| PCC Capital Bridge Allocation Total | £150,000 |
| | |
| Total | £950,000 |

Note: The scope of work within the project may vary within the indicated budget such that the overall budget is not exceeded.

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| SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE | Agenda Item No. 9 |
| 20 JANUARY 2013 | Public Report |

Report of the Sustainable Growth and Environment Capital Task and Finish Group

**Contact Officer(s) – Paulina Ford, Senior Governance Officer – Tel: 452508
Clair George, Senior Road Safety Officer – Tel: 453576
Gary Goose, Strategic & Stronger Peterborough Manager 863780**

INVESTIGATION INTO THE BENEFITS OF EXTENDING 20MPH SPEED LIMITS THROUGHOUT RESIDENTIAL AREAS ACROSS THE PETERBOROUGH UNITARY AUTHORITY AREA

1. PURPOSE

- 1.1 This report is submitted to the Committee following an investigation into the benefits of extending 20MPH Speed Limits throughout residential areas across the Peterborough Unitary Authority Area. The purpose of this report is to seek the Committee's approval for the submission of the report to Cabinet.

2. RECOMMENDATIONS

- 2.1 This committee is asked to:
1. Consider and comment on the Task and Finish Group report.
 2. Endorse the report and recommendations for submission to Cabinet.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 This report falls within the priorities of creating Strong and Supportive communities and Sustainable Growth and Environment as detailed in the Sustainable Community Strategy.

The report links to the wide variety of local and national indicators including; health, increase sustainable travel and reducing the number of people killed or seriously injured in road traffic accidents.

4. BACKGROUND

- 4.1 At its meeting on 17 April 2013, Council called upon the Sustainable Growth and Environment Capital Scrutiny Committee to investigate the benefits of extending 20MPH signed speed limits throughout residential areas in the Peterborough District and to present proposals to Cabinet not later than 31 March 2014. The Sustainable Growth and Environment Capital Scrutiny Committee at its meeting on 12 June 2013 agreed to establish a Task and Finish Group to undertake the investigation.

5. KEY ISSUES

- 5.1 The Task and Finish Group investigated the impact on 20mph signed speed limits against the following criteria; Safety, Environmental, Health, Economic, and Equality.

Information was presented to the group this included; research, 1:1 interviews with key witnesses/technical specialists/experts, information for special interest groups, and consultation with other Authorities.

It was noted by the group that the benefits 20mph limits can potentially have on communities are far reaching and should not be seen solely as a casualty reduction scheme.

During the investigation it became apparent that there was a limited number of evaluation/monitoring reports published by local authorities on the impacts 20mph signed limits have on casualty and speed reduction.

The term 'residential' road was discussed in detail by the group as was the police enforcement guidelines in 20mph limits.

To commit to a city wide 20mph signed limit on all residential roads was going to cost a considerable sum of monies. The group was unable to commit to this at the current time until evidence was made available of the impact limits have had in other local authority areas. By undertaking a pilot in Peterborough it would allow the authority to see impacts of a 20mph limit at a local level.

The Task and Finish group reviewed all the evidence presented against the themes and decided on a number of recommendations;

This include;

- Await the publication of further evaluations of schemes introduced in similar sized authorities.
- Introduce pilot 20mph speed limits in villages across Peterborough.
- Undertake a public consultation to gain the views of residents on introducing 20mph speed limits
- Agree a budget of £110k for the introduction of a pilot scheme in Peterborough.

6. IMPLICATIONS

- 6.1 Recommendations in the Task and Finish Report would have financial implications for the council of an estimated £110,000.

The recommendation at the current stage would have implications for all villages in the Local Authority area. Dependant on findings the introduction of 20mph speed limits in all residential areas would impact across the city.

7. CONSULTATION

- 7.1 The Task and Finish Group spoke with key witnesses/technical specialists/experts and received information form special interest groups, and other local authorities.

No formal public consultations have taken place at this time.

8. NEXT STEPS

- 8.1 That the Committee approves the report and the recommendations contained within it for submission to Cabinet.

9. BACKGROUND DOCUMENTS

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

- 9.1 Documents used to prepared the attached report included;
- Briefing notes and various information provided by the 20's plenty campaign
 - Setting Local Speed Limits – Department for Transport Circular 01/2013
 - Casualty data for the Peterborough Area
 - Interim Evaluation of the implementation of 20mph speed limits in Portsmouth 2010
 - National Heart Forum – reducing the default speed limits in built-up areas
 - ACPO speed enforcement policy guidelines 2011 – 2015

- Royal Society of the Prevention of Accidents – information 20mph zones and speed limits

10. APPENDICES

- 10.1 Appendix 1 - The Final Report from the Sustainable Growth and Environment Capital Task and Finish Group

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SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE

**Investigation into the benefits of extending
20mph Speed Limits throughout residential
areas across the Peterborough Unitary Authority
Area.**

20 January 2014

Report of the Sustainable Growth and Environment Capital Scrutiny Task and Finish Group

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1. INTRODUCTION

At its meeting on 17 April 2013, Council called upon the Sustainable Growth and Environment Capital Scrutiny Committee to investigate the benefits of extending 20 mph signed speed limits throughout residential areas in the Peterborough District and to present proposals to the Cabinet not later than 31 March 2014.

The Sustainable Growth and Environment Capital Scrutiny Committee at its meeting on 12 June 2013 agreed to establish a Task and Finish Group to undertake the investigation.

The cross party Task and Finish group comprised of the following members:



**Cllr Diane Lamb, Conservative,
Ginton & Wittering Ward**



**Cllr Dale McKean, Conservative
Eye and Thorney Ward**



**Cllr John Peach, Conservative
Park Ward**



**Cllr Asif Shaheed, Liberal Democrat,
Walton Ward**



**Cllr John Shearman, Labour,
Park Ward**



**Cllr Judy Fox, Independent,
Werrington North Ward**



**Cllr John Fox, Independent,
Werrington North Ward**

Officers supporting the Task and Finish Group were:

- Paulina Ford, Senior Governance Officer
- Gary Goose, Strategic Safer and Stronger Peterborough Manager
- Clare George, Senior Road Safety Officer

2. SUMMARY OF RECOMMENDATIONS

Recommendation 1

Due to currently available levels of evidence of the impact of 20mph 'signed only' schemes across the country the group recommends that the council await the publication of further evaluation of schemes introduced in other similar size authorities prior to a recommendation on the roll-out of an authority-wide scheme. Officers to be charged with a further report in 12 months.

Recommendation 2

Whilst being cognisant of the caveat in Recommendation 1 the group is satisfied that the council should progress with implementing 20mph 'signed only' limits in all its constituent villages, subject to consultation.

The implementation of reduced speed limits within villages should be used as a pilot. Implementation will be evaluated by officers to include speed, casualty reduction and a public perception survey as to improved quality of life (including levels of active travel).

Recommendation 3

Undertake a public consultation to gain views of such a scheme in Peterborough, as information presented made it clear such limits need to be self-enforcing and something the public buy into.

Recommendation 4

To agree that budget is made available to undertake the pilots in the villages. Budget will need to cover implementation of the limits as well as speed monitoring and public consultations.

Investigate the possible funding streams available from other organisations which would benefit from the introduction of a 20mph limits.

Cost of implementing in villages will cost an estimated £110,000. The costs are an estimate and are based on street furniture being available for signage. Dependent on what is available on site these costs could increase or decrease? The budget breakdown is as follows;

- Terminal, repeater signs and posts - £40k
- Before, during and after monitoring - £10k
- Public consultation - £5k
- Officer time for implementing scheme - £5k
- Works on current vehicle activated signs - £50k

3. OBJECTIVE AND SCOPE OF THE INVESTIGATION

Objective of the Investigation

The objective of the Investigation was to investigate the benefits of extending 20mph signed speed limits throughout residential areas in the Peterborough Unitary Authority area.

Scope of the Investigation

The scope of the investigation included looking at the following criteria to assess the benefit of extending 20mph signed speed limits:

Safety

- To seek a range of views on the impact of 20mph speed limits and 20 mph zones on road safety in terms of reducing vehicle speeds and casualty numbers.
- To investigate what options other local authorities across the country are pursuing in terms of 20 mph speed limits/zones

Environmental

- To gain an understanding of any potential environmental impacts of 20mph speed on air quality, tail pipe and carbon emissions as well as noise
- To gain an understanding of any potential consequences of any displacement of traffic as a result of introducing lower speed limits

Health

- To gain an understanding of the potential 'other benefits' which 20mph speeds may bring, such as health benefits, increased sociability and better walking and cycling conditions

Economic

- To identify the benefits, feasibility and potential cost of various 20 mph speed options in the city

Equality

- To investigate the benefits 20mph limits/zones will have on vulnerable people for example those with mobility issues, physical impairments and children in the city.

To develop recommendations for the future development of council policy on 20 mph speed limits/zones and prioritise implementation if required.

4. PROCESS AND METHODOLOGY USED FOR THE INVESTIGATION

4.1 Methodology

- Research
- 1:1 interviews with key witnesses/technical specialists/experts
- Information from special interest groups
- Consultation with other Authorities
- Use of social media if required

Initial baseline information used:

- Map of Peterborough to determine what a residential area was.
- National guidance and legislation
- Information from specialist interest groups
- Information from other authorities who have implemented 20MPH Speed Limits and those who have decided not to

4.2 Process

The timetable of the events leading to the production of this report are set out below:

| Meeting Date | Items discussed / Guests Attending |
|---------------------|---|
| 29 May 2013 | Initial Meeting to agree terms of reference |
| 17 July 2013 | Meeting to discuss base line evidence available from other Authorities, current data available, identify key witnesses and specialist interest groups. |
| 3 September 2013 | Meeting to discuss transport and engineering issues and hear from the 20's Plenty for Us Group. Guests in attendance: Peter Tebb, Peterborough Highways Services, Rod King, 20's Plenty for Us Campaign. |
| 21 October 2013 | Meeting to discuss Health and Enforcement. Hear evidence from Julian Base, Live Healthy Service Manager, Public Health Team and Nigel Brigham, Regional Director of Sustrans. Receive and consider written evidence from the Police on enforcement. |

| | |
|------------------|--|
| 25 November 2013 | <p>Meeting to discuss Environment and Enforcement issues. Guests in attendance Superintendent Dan Vajzovic and Charlotte Palmer, Climate Change Manager and Racheal Huxley, Chief Executive of PECT.</p> <p>Discuss conclusions and recommendations from research, data received and evidence heard.</p> |
|------------------|--|

Key Witness's / Expert Advisers interviewed:

- Clair George, Senior Road Safety Officer
- Gary Goose, Strategic Safer and Stronger Peterborough Manager
- Peter Tebb, Team Manager, Network Management Group, Peterborough Highways Services
- Rod King, Founder and Campaign Director of 20's Plenty for Us
- Julian Base, Live Healthy Service Manager, Public Health Team
- Nigel Brigham, Regional Director of Sustrans
- Superintendent Dan Vajzovic
- Charlotte Palmer, Climate Change manger
- Racheal Huxley, Chief Executive of PECT

The Task and Finish Group would like to thank everybody who assisted them during the course of the investigation for their support and openness. This assistance was greatly appreciated.

5. Background

The Department for Transport published new guidance for local authorities 'Setting Local Speed Limits' – Department for Transport Circular 01/2013. The guidance states that local authorities are asked to keep their speed limits under review with changing circumstance and to consider the introduction of more 20mph limits and zones over time, in urban areas and built-up village streets that are primarily residential to ensure greater safety for pedestrians and cyclists.

There is a significant difference between the characteristics of a 20mph speed limit and a 20mph zones.

- 20mph zones – use traffic calming measures to reduce the adverse impact of motor vehicles in built up areas. The principle is that the traffic calming slows vehicle speeds below the limit; and in this way the zone becomes self-enforcing. Zones usually cover a number of roads. Another option would be to use residential average speed cameras in zones which would work out more cost effective than traditional traffic calming.
- 20mph limits – are areas where the speed limit has been reduced to 20mph but there are no physical measures to reduce vehicle speeds within areas. Drivers are alerted to the speed limits with 20mph speed limit repeater signs.

Evidence supports the effectiveness of 20mph zones as a way of preventing injuries on the road. 20mph zones are costly to implement, therefore they tend to be priorities on roads with higher speeds and higher road casualties. A number of 20mph zones have been implemented in Peterborough in the past through the Local Transport Plan areas include New England and Stanground outside primary schools.

Royal Society Prevention of Accident (ROSPA) suggests evidence on 20mph limits is generally positive but they are less effective at reducing traffic speeds than 20mph zones. Typically there are small reductions in speed following the introduction of 20mph limits. However, there is a smaller evidence base for the introduction of signs on their own as they are more recent intervention and most schemes have only had a short follow up period.

The Task and Finish Group investigated the impacts of 20mph signed only limits rather than 20mph zones which are proved to impact on speed and casualties.

A number of local authorities are either in the process or have introduced 20mph signed limits. Although a number of these authorities have completed implementation or trials there is limited

detailed evaluation reports on the impact of these schemes in terms of casualty reduction, speed reduction and modal shift

6. FINDINGS AND CONCLUSIONS

6.1 Safety

Various documents and key witness statements were presented to the group which looked at the impacts 20mph limits have on casualty and speed reduction. It was noted by the group that the benefits 20mph limits can potentially have on communities are far reaching and should not be seen solely as a casualty reduction scheme.

There was a limited number of evaluations/monitoring reports published by local authorities on 20mph signed only limits. During the investigation it was discovered that many authorities were in phases of implementation or had only recently implemented and their evaluations would not be available until 2014. It was also noted that where authorities had undertaken a pilot 20mph limit they had decided to implement on all residential roads.

Portsmouth was the first local authority to introduce a 20mph limit on all residential roads. On the majority of roads where the 20mph limit was introduced the average speeds before installation were less than or equal to 24mph. For monitoring the results distinction was made between roads where the average speed before the 20mph limits was introduced was : 20mph or less; between 21mph and 24mph and over 24mph. This allowed the effect of the limits to be examined in the different conditions. There was an overall average speed reduction of 1.3mph following the introduction of the limits, however the reduction on roads with an average speed of 24mph or more resulted in a 6.3mph reduction

Other data collected from other authorities showed York found a reduction of 3mph in its pilot areas and Bristol reported an average 0.4mph reduction in traffic speeds, with a greater reduction on main roads. Warrington reported an overall speed reduction of 1.45mph across all trial sites.

With regards to reductions on casualties Portsmouth evidenced had shown a 22% reduction in the number of road casualties from 183 per year to 142 per year. During this period casualty numbers fell nationally by about 14% in comparable areas.

Conclusions:

- 20mph signed only limits are still a relatively new concept to Local Authorities – although a number of authorities have either implemented, implementation in progress or have committed to limits there is limited available data which clearly demonstrates the impacts

on speed and casualty reduction. Long-term casualty reduction benefits of 20mph are not conclusive.

- A number of authorities reported a reduction in speed as a result of the implementation of 20mph this ranged from 1mph to 6mph on the roads which had a higher average speed.
- Research suggests an average reduction in vehicle speed have the potential for delivering significant benefits across the transportation, environmental and health agendas. It has been established that for every 1mph average speed reduction in an urban areas a 6% reduction in collisions frequency can be expected.
- The relationship between a vehicle's impact speed and severity of injury is well established, especially for pedestrians who are more likely to be fatally injured at higher impact speeds. In built-up residential areas, reducing traffic speed is one of the most effective ways of reducing the risk to vulnerable road users, such as children, pedestrian and pedal cyclists.

6.2 Enforcement

It was important for the group to consider levels of enforcement on 20mph speed limit roads. As it became apparent that any new created 20mph limit should not rely on additional enforcement.

Road safety is a part of the core policing role and Cambridgeshire Constabulary will consider the provision of speed enforcement action within areas subject to a 20mph speed restriction having first taken into consideration various factors. These may include traffic speed data, Department for Transport and Association of Chief Police Officer guidance and road traffic collision information. Where 20mph speed restrictions have been introduced in line with relevant guidance the police will continue to provide speed enforcement activity (including within other higher speed restriction areas) targeted at locations where evidence suggest we have unacceptable levels of speed compliance. It would seem appropriate that speed limit reductions are only considered for implementation when the 85% percentile speeds are not more than the ACPO prosecution threshold.

This does not mean the speed limit is wrong, it means that enforcement alone is not the solution. If a road does not feel like a 20mph limit then drivers would flout/ignore it so drivers continue to drive like they did before and no amount of enforcement will stop that.

If 15% of road users are travelling at greater than the enforcement limit then the number of prosecutions and amount of police resource need will be unmanageable

Conclusions:

- Consider the current speed of vehicles on residential roads before implementing 20mph limits, and not create roads with speeding issues which put an unmanageable demand on enforcement.

6.3 Environmental

During the course of the investigation it became evident that there was a lack of substantial evidence on environmental impacts either negative or positive. Evidence suggested that driving in lower gears could emit more exhaust fumes however it was suggested that driving at a constant 20mph speed would be more beneficial than stop – start driving. Evidence also suggested that if people felt safer on the roads more people would walk and cycle this would also impact of carbon emissions.

It was discussed that the environmental impacts are situational dependent and what mechanism are used to reduced speed. For example a constant speed through a 20mph signed only limit would have benefits on the environment whereas a traffic calmed area could have negative impacts as it would result on stop start driving as well as noise pollution. Measurable link between traffic noise and speed. A 6mph reduction in speed would result in a 40% cut in noise.

It was appreciated by the group that there are many factors that affect vehicle emissions such as speed, acceleration, gearing and its selection, road gradients and the vehicle type and cargo weight.

A negative impact on the environment could be the amount of signs/posts required in villages and urban areas to implement the limits, this can be seen as ‘street-clutter’. Where ever possible implemented limits should look at using existing street furniture.

Conclusions

- Limited evidence available on both negative and positive impacts to the environment with the introduction of 20mph signed only limits. Unable to make recommendations of a 20mph signed limit on the environmental side alone.

6.4 Health

Potential health benefits of 20mph speed limits in residential areas include quality of life and community benefits through the encouragement of healthier and more sustainable transport such as walking and cycling. The Local Government Information Unit (LGiU) commissioned research following which the produced an independent policy briefing on 20mph limits. The research places the public health benefits as its focal point.

A paper presented by Public Health outlined the public health benefits of a 20mph limit; these included;

- Reduced costs associated with A&E attendance and hospital admissions for unintentional injuries among children and young people under 15.
- Improved outcomes for children and young people such as improved health, quality of life, school attendance and attainment.
- Increased productivity for families and employers, by reducing the time that parents or carers have to take off from work to look after children and young people who have been injured.
- Preventing short-term and permanent disabilities and death from unintentional injury
- Reduced emotional impact and trauma for children and young people and their families
- Improved road safety may also have potential other positive outcomes for the wider community such as increased walking or cycling.

20's Plenty and Sustrans also presented to the group the benefits 20mph limits would have on the wider community and health of residents. The National Heart Forum positions statement "Areas with slower vehicle speeds are associated with increased opportunities for walking and cycling. Taking into account the wide health benefits of physical activity, including protecting against various risk factors or cardiovascular disease, the National Heart Forum supports a reduction in the default speed limit for built-up areas to 20mph."

In a number of Local Authorities, Public Health have contributed to the implementation of 20mph because of the impact they can have on improving the health of residents and how the limits can impact on the Public Health outcome framework.

Conclusions

- Evidence suggests that introducing 20mph limits have a positive impact on health by encouraging more walking and cycling this is supported by the National Heart Forum, Sustrans and 20s plenty campaign.
- Information also suggests that the introduction of a 20mph residential speed limit would impact positively on public health as a result of increased physical activity.

6.5 Economic

20mph speed limits without self-enforcing features have the attraction of being relatively inexpensive to implement compared to 20mph zones which require expensive traffic calming features. However, regards must be given to the 'before' speeds because the higher they are the less likely speeds will be reduced to 20mph and the new introduced limit could have little impact.

The Network Manager produced estimated costs for a 20mph signed only limits to the group. The estimates provided were for Helpston village and the Orton Waterville ward.

- Estimated cost for Helpston - £3,500 - £4,000
The process for a village were relatively straight forward changeover of the current 30s at the terminal points and an increase in the number of repeater signs along the main road (B1443). The costs for villages are lower than urban wards due to the lack of street lighting at the village entrances
- Estimated costs for Orton Waterville - £60k + allowance of £30k for electrical connections
Urban wards are a more complex situation with varying types of road and speed limits in existence. Likewise the presence of street lighting dictates that the terminal signs must be lit and this results in a large increase in costs.

Costs for other authorities were also looked at by the group, and varied from 1.2 million pounds to 0.5 million pounds for implementation on all residential streets. Information showed that costs vary between authorities' areas, it was dependent on the number of roads covered, and the size of the area covered. Because of the different variables between authorities is was difficult to compare overall costs.

Conclusions

- A stance is required on the national position, lobbying is ongoing by pressure groups to make 20 the new 30. The City Council needs to take the national position into consideration before investing substantial amounts of money into a 20mph signed limits.
- The costs of establishing a default 20mph speed limit enforced by signage alone is considerably less than that of extending the number of 20mph zones by physical calming measures.
- Cost of implementation on all residential roads will be dependent on what roads are considered/classed as residential by using an approved methodology, and the amount budget required to undertake a publicity/engagement campaign.

- Capital and Revenue Budget would be required. Liverpool are spending around 25% of the overall budget on public engagement and education.
- A number of local authorities which have implemented or in the process of implementing 20mph speed limits have sourced funding across different departments as well as different organisations.

6.6 Equality

Evidence suggest that the most vulnerable people in society would benefit from 20mph limits, for example those with mobility issues, people suffering hearing and sight problems, and children. This will ensures our residential roads feel safer, and quality of life would be improved by making the roads safer.

Conclusions

Evidence provided by various key witnesses and detailed reports suggest that an adhered to 20mph limit can have a positive impact on the most vulnerable residents by making the roads safer.

6.7 Recommendations

To develop recommendations for the future development of council policy on 20 mph speed limits/zones and prioritise implementation if required.

Recommendation 1

Due to currently available levels of evidence of the impact of 20mph 'signed only' schemes across the country the group recommends that the council await the publication of further evaluation of schemes introduced in other similar size authorities prior to a recommendation on the roll-out of an authority-wide scheme. Officers to be charged with a further report in 12 months.

Recommendation 2

Whilst being cognisant of the caveat in Recommendation 1 the group is satisfied that the council should progress with implementing 20mph 'signed only' limits in all its constituent villages, subject to consultation.

The implementation of reduced speed limits within villages should be used as a pilot. Implementation will be evaluated by officers to include speed, casualty reduction and a public perception survey as to improved quality of life (including levels of active travel).

Recommendation 3

Undertake a public consultation to gain views of such a scheme in Peterborough, as information presented made it clear such limits need to be self-enforcing and something the public buy into.

Recommendation 4

To agree that budget is made available to undertake the pilots in the villages. Budget will need to cover implementation of the limits as well as speed monitoring and public consultations.

Investigate the possible funding streams available from other organisations which would benefit from the introduction of a 20mph limits.

Cost of implementing in villages will cost an estimated £110,000. The costs are an estimate and are based on street furniture being available for signage. Dependent on what is available on site these costs could increase or decrease? The budget breakdown is as follows;

- Terminal, repeater signs and posts - £40k
- Before, during and after monitoring - £10k
- Public consultation - £5k
- Officer time for implementing scheme - £5k
- Works on current vehicle activated signs - £50k

7. List of background papers and research sources used during the investigation

- Briefing notes and various other information provided 20's plenty campaign
- Setting Local Speed Limits – Department for Transport Circular 01/2013
- Casualty Data for Peterborough Area
- Interim Evaluation of the Implementation of 20mph Speed Limits in Portsmouth 2010
- National Heart Forum – reducing the default speed limits in built-up areas: Highlighting the health benefits of 20mph
- Presentation – Environment Impacts of 20mph – provided by Racheal Huxley, CEX, PECT
- Road Safety GB Website
- ACPO Speed Enforcement Policy Guidelines 2011 – 2015
- Information from Local Authorities – including Newcastle, Cambridge City, Brighton and York
- Royal Society for the Prevention of Accidents – Information 20mph zones and speed limits

Further information on this Investigation is available from:

Democratic Services Team
Chief Executive's Department
Town Hall
Bridge Street
Peterborough
PE1 1HG

Telephone – (01733) 747474

Email – scrutiny@peterborough.gov.uk

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| SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE | Agenda Item No. 10 |
| 20 JANUARY 2014 | Public Report |

Report of the Head of Legal Services

Report Author – Paulina Ford, Senior Governance Officer, Scrutiny

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

FORWARD PLAN OF KEY DECISIONS

1. PURPOSE

- 1.1 This is a regular report to the Sustainable Growth and Environment Capital Scrutiny Committee outlining the content of the Forward Plan of Key Decisions.

2. RECOMMENDATIONS

- 2.1 That the Committee identifies any relevant items for inclusion within their work programme.

3. BACKGROUND

- 3.1 The latest version of the Forward Plan of Key Decisions is attached at Appendix 1. The Forward Plan contains those key decisions, which the Leader of the Council believes that the Cabinet or individual Cabinet Member(s) can take and any new key decisions to be taken after 27 December 2014.
- 3.2 The information in the Forward Plan of Key Decisions provides the Committee with the opportunity of considering whether it wishes to seek to influence any of these key decisions, or to request further information.
- 3.3 If the Committee wished to examine any of the key decisions, consideration would need to be given as to how this could be accommodated within the work programme.
- 3.4 As the Forward Plan is published fortnightly any version of the Forward Plan published after dispatch of this agenda will be tabled at the meeting.

4. CONSULTATION

- 4.1 Details of any consultation on individual decisions are contained within the Forward Plan of Key Decisions.

5. BACKGROUND DOCUMENTS

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

None

6. APPENDICES

Appendix 1 – Forward Plan of Key Decisions published on 29 November 2013.

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PETERBOROUGH CITY COUNCIL'S FORWARD PLAN OF KEY DECISIONS

FORWARD PLAN OF KEY DECISIONS

In the period commencing 28 days after the date of publication of this Plan, 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.

If the decision is to be taken by an individual cabinet member, the name of the cabinet member is shown against the decision, in addition to details of the councillor's portfolio. If the decision is to be taken by the Cabinet, it's members are as listed below:

Cllr Cereste (Leader); Cllr Elsey; Cllr Fitzgerald; Cllr Holdich (Deputy Leader); Cllr North; Cllr Seaton; Cllr Scott; and Cllr Walsh.

This Plan should be seen as an outline of the proposed decisions for the forthcoming month and it will be updated on a fortnightly basis. Each new Plan supersedes the previous Plan and items may be carried over into forthcoming Plans. 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 Alex Daynes, Senior Governance Officer, Chief Executive's Department, Town Hall, Bridge Street, PE1 1HG (fax 01733 452483). Alternatively, you can submit your views via e-mail to alexander.daynes@peterborough.gov.uk or by telephone on 01733 452447.

Whilst the majority of the Executive's business at the meetings listed in this Plan will be open to the public and media organisations to attend, there will be some business to be considered that contains, for example, confidential, commercially sensitive or personal information. In these circumstances the meeting may be held in private, and on the rare occasion this applies this is indicated in the list below. A formal notice of the intention to hold the meeting, or part of it, in private, will be given 28 clear days in advance of any private meeting in accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

The Council invites members of the public to attend any of the meetings at which these decisions will be discussed (unless a notice of intention to hold the meeting in private has been given).

You are entitled to view any documents listed on the Plan, or obtain extracts from any documents listed or subsequently submitted to the decision maker prior to the decision being made, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on the notice and relevant documents subsequently being submitted can be requested from Alex Daynes, Senior Governance Officer, Chief Executive's Department, Town Hall, Bridge Street, PE1 1HG (fax 01733 452483), e-mail to alexander.daynes@peterborough.gov.uk or by telephone on 01733 452447. For each decision a public report will be available from the Governance Team one week before the decision is taken.

All decisions will be posted on the Council's website: www.peterborough.gov.uk/executive/decisions. 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.

KEY DECISIONS FROM 27 DECEMBER 2013

| KEY DECISION REQUIRED | DECISION MAKER | DATE DECISION EXPECTED | MEETING OPEN TO PUBLIC | RELEVANT SCRUTINY COMMITTEE | CONSULTATION | CONTACT DETAILS / REPORT AUTHORS | DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (IF ANY OTHER THAN PUBLIC REPORT) |
|---|--|--|------------------------|---|--|--|--|
| <p>Integrated Community Sexual Health Service - KEY/27DEC13/01 To award a contract for the Integrated Community Sexual Health Service.</p> | <p>Councillor Irene Walsh Cabinet Member for Community Cohesion, Safety and Public Health</p> | <p>Between 1 Feb 2014 and 31 Mar 2014</p> | <p>N/A</p> | <p>Health Issues</p> | <p>Relevant internal and external stakeholders.</p> | <p>Jo Melvin Children's Services Strategy and Planning Officer Tel: 01733 863954 joanne.melvin@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents</p> |
| PREVIOUSLY ADVERTISED DECISIONS | | | | | | | |
| <p>Delivery of the Council's Capital Receipt Programme through the Sale of Dickens Street Car Park - KEY/03JUL/11 To authorise the Chief Executive, in consultation with the Solicitor to the Council, Executive Director – Strategic Resources, the Corporate Property Officer and the Cabinet Member Resources, to negotiate and conclude the sale of Dickens Street Car Park.</p> | <p>Councillor David Seaton Cabinet Member for Resources</p> | <p>November 2013</p> | <p>N/A</p> | <p>Sustainable Growth and Environment Capital</p> | <p>Consultation will take place with the Cabinet Member, Ward councillors, relevant internal departments & external stakeholders as appropriate.</p> | <p>Richard Hodgson Head of Strategic Projects Tel: 01733 384535 richard.hodgson@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |

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|--|--|---|------------|--|---|---|---|
| Care and Repair Framework Agreement - KEY/18DEC12/01 To approve a framework agreement and schedule of rates to deliver disabled facility grant work, specifically providing disabled access to toilet and washing facilities and associated work in domestic properties. | Councillor Nigel North Cabinet Member for Environment Capital and Neighbourhoods | Between 2 Nov 2013 and 31 Dec 2013 | N/A | Strong and Supportive Communities | Relevant Internal Departments. | Russ Carr Care & Repair Manager Tel: 01733 863864 russ.carr@peterborough.gov.uk | It is not anticipated that there will be any further documents. |
| Fletton Parkway Junction 17 to 2 improvement scheme - KEY/24JAN13/07 To approve the contract for the construction works. | Councillor Gr. Uff. Marco Cereste Leader of the Council and Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement | December 2013 | N/A | Sustainable Growth and Environment Capital | Relevant internal and external stakeholders. | Mark Speed Transport Planning Team Manager Tel: 317471 mark.speed@peterborough.gov.uk | It is not anticipated that there will be any further documents. |
| Sale of Craig Street Car Park - KEY/25MAR13/01 To approve the sale of land known as Craig Street Car Park. | Councillor David Seaton Cabinet Member for Resources | November 2013 | N/A | Sustainable Growth and Environment Capital | Relevant Internal and External Stakeholders and ward councillors. | David Gray Capital Projects Officer Tel: 01733 384531 david.gray@peterborough.gov.uk | It is not anticipated that there will be any further documents. |

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|--|---|---|-------------------|---|---|---|--|
| <p>Clare Lodge - KEY/22AUG13/01 To award a contract for the provision of services.</p> | <p>Councillor Sheila Scott OBE Cabinet Member for Children's Services</p> | <p>May 2014</p> | <p>N/A</p> | <p>Creating Opportunities and Tackling Inequalities</p> | <p>Internal and external stakeholders as appropriate.</p> | <p>Oliver Hayward Commissioning Officer - Aiming High Tel: 01733 863910 oliver.hayward@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |
| <p>Personal Care and Support for Adults (Homecare) - KEY/06SEP13/03 Award of contract for the provision of Personal Care and Support services.</p> | <p>Councillor Wayne Fitzgerald Cabinet Member for Adult Social Care</p> | <p>Between 14 Oct 2013 and 29 Nov 2013</p> | <p>N/A</p> | <p>Health Issues</p> | <p>Relevant internal and external stakeholders.</p> | <p>Nick Blake Improvement & Development Manager Tel: 01733 452406 nick.blake@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |
| <p>Transformation of Person Centred Activities for Younger Adults in Peterborough - KEY/20SEP13/01 Agree the consultation plan for the Transformation of Person Centred Activities for Younger Adults in Peterborough (Day and Employment services for people with learning and physical disabilities).</p> | <p>Cabinet</p> | <p>16 Dec 2013</p> | <p>Yes</p> | <p>Creating Opportunities and Tackling Inequalities</p> | <p>Relevant internal and external stakeholders including service users and staff.</p> | <p>Mubarak Darbar Head of Commissioning Learning Disabilities Tel: 01733 452509 mubarak.darbar@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |

| | | | | | | | |
|---|---|-----------------------------|-------------------|---|---|---|--|
| <p>City College Extension Project - KEY/20SEP13/03 Using Education Funding Agency grant to create a dedicated, customised space for students aged 16-19 with learning difficulties and disabilities.</p> | <p>Councillor John Holdich OBE Cabinet Member for Education, Skills and University</p> | <p>January 2014</p> | <p>N/A</p> | <p>Creating Opportunities and Tackling Inequalities</p> | <p>Relevant internal and external stakeholders.</p> | <p>Brian Howard Programme Manager - Secondary Schools Development Tel: 01733 863976 brian.howard@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |
| <p>Contract Award for the Provision of Domestic Abuse and Sexual Violence Services - KEY/04OCT13/01 To award the contract for the provision of Domestic Abuse and Sexual Violence Services.</p> | <p>Councillor Irene Walsh Cabinet Member for Cohesion, Safety and Public Health</p> | <p>November 2013</p> | <p>N/A</p> | <p>Strong and Supportive Communities</p> | <p>Safer Peterborough Partnership.</p> | <p>Karen Kibblewhite Safer Peterborough Manager - Cutting Crime Tel: 01733 864122 karen.kibblewhite@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |
| <p>Amendments to the Affordable Housing Capital Funding Policy - KEY/04OCT13/02 To agree the amendments to the Affordable Housing Capital Funding Policy.</p> | <p>Cabinet</p> | <p>January 2014</p> | <p>Yes</p> | <p>Sustainable Growth and Environment Capital</p> | <p>Relevant internal and external stakeholders.</p> | <p>Richard Kay Policy and Strategy Manager richard.kay@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |
| <p>Strategy for People with Dementia and their Carers - KEY/04OCT13/05 To approve the Dementia Strategy.</p> | <p>Councillor Wayne Fitzgerald Cabinet Member for Adult Social Care</p> | <p>November 2013</p> | <p>N/A</p> | <p>Health Issues</p> | <p>Service users, relevant departments and Scrutiny Commission for Health Issues.</p> | <p>Rob Henchy Commissioning Manager Tel: 01733 452429 rob.henchy@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |

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|--|---|-----------------------------|-------------------|---|--|--|--|
| <p>Long Causeway Public Realm Improvements - KEY/15NOV13/01 To award the contract to undertake engineering works as part of the Long Causeway Public Realm Improvement works.</p> | <p>Councillor Gr. Uff. Marco Cereste Leader of the Council and Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement</p> | <p>December 2013</p> | <p>N/A</p> | <p>Sustainable Growth and Environment Capital</p> | <p>Relevant internal and external stakeholders.</p> | <p>Simon Mullins Project Engineer/Development Engineer Tel: 01733 453548 simon.mullins@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |
| <p>The Future Direction of Children's Centres Delivery - KEY/15NOV13/02 To confirm the direction of the delivery of children's centres in the city.</p> | <p>Cabinet</p> | <p>20 Jan 2014</p> | <p>Yes</p> | <p>Creating Opportunities and Tackling Inequalities</p> | <p>Legal Services, Human Resources and other internal and external stakeholders.</p> | <p>Pam Setterfield Assistant Head of Children & Families Services (0-13) Tel: 01733 863897 pam.setterfield@peterborough.gov.uk</p> | <p>Consultation Document</p> |
| <p>S256 Agreement between the Council and Cambridgeshire and Peterborough CCG - KEY/15NOV13/03 To agree the transfer of funding for social care.</p> | <p>Councillor Wayne Fitzgerald Cabinet Member for Adult Social Care</p> | <p>November 2013</p> | <p>N/A</p> | <p>Health Issues</p> | <p>Relevant stakeholders.</p> | <p>Paul Stevenson Interim Head of Finance Tel: 01733 452306 paul.stevenson@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |

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|---|--|-----------------------------|-------------------|--|---|---|--|
| <p>District Heating Scheme For PCC Properties - KEY/29NOV13/02 To award a contract for the installation of a district heating system for the Town Hall, Regional Pool and Lido.</p> | <p>Councillor David Seaton Cabinet Member for Resources</p> | <p>December 2013</p> | <p>N/A</p> | <p>Sustainable Growth and Environment Capital</p> | <p>Relevant internal and external stakeholders.</p> | <p>Steven Morris Client Property Manager Tel: 01733 384657 steven.morris@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents.</p> |
| <p>Legal Advisory Services for the City Council on Behalf of the Energy Services Company (ESCO) "Blue Sky Peterborough" and Related Projects and other City Council Major Development / Investment Projects - KEY/29NOV13/03 To award a contract for the provision of legal advisory services.</p> | <p>Councillor David Seaton Cabinet Member for Resources</p> | <p>November 2013</p> | <p>N/A</p> | <p>Sustainable Growth and Environment Capital</p> | <p>Relevant internal and external stakeholders.</p> | <p>Andrew Cox Senior Category Manager andy.cox@peterborough.gov.uk</p> | <p>It is not anticipated that there will be any further documents</p> |

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

Strategic Finance
Internal Audit
Schools Infrastructure (Assets and School Place Planning)
Corporate Property
Waste and Energy
Strategic Client Services (Enterprise Peterborough / Vivacity / SERCO including Customer Services, ICT and Business Support)

CHILDREN'S SERVICES DEPARTMENT Executive Director's Office at Bayard Place, Broadway, PE1 1FB

Safeguarding Family and Communities
Education
School Improvement
Special Educational Needs / Inclusion and the Pupil Referral Service

ADULT SOCIAL CARE Executive Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG

Care Services Delivery (Assessment and Care Management and Integrated Learning Disability Services)
Mental Health
Public Health (including Health Performance Management)

COMMUNITIES DEPARTMENT Director's Office at Bayard Place, Broadway, PE1 1FB

Strategic Commissioning
Safer Peterborough, Cohesion, Social Inclusion and Neighbourhood Management

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

Communications
Legal and Governance Services
HR Business Relations (Training and Development, Occupational Health and Reward and Policy)
Strategic Regulatory Services
Performance Management

GROWTH AND REGENERATION DEPARTMENT Director's Office Stuart House, St Johns Street, Peterborough, PE1 5DD

Strategic Growth and Development Services
Strategic Housing
Planning Transport and Engineering (Development Management, Construction and Compliance, Infrastructure Planning and Delivery, Network Management and Passenger Transport)
Commercial Operations (Strategic Parking and Commercial CCTV, City Centre, Markets and Commercial Trading and Tourism)

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**SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE
WORK PROGRAMME 2013/14**

Updated: 10 JANUARY 2014

| Meeting Date | Item | Progress |
|---|---|---|
| <p>12 June 2013 <i>Draft Report 24 May</i> <i>Final Report 3 June</i></p> | <p>Establishment of a Scrutiny Task and Finish Group to Investigate the Benefits of extending 20mph Speed Limits across Residential Areas of Peterborough To agree to the establishment of the Task and Finish Group and agree Terms of Reference. Contact Officer: Paulina Ford</p> <p>Energy Performance Contract (EnPC) To receive an update on energy efficiency (EnPC) on council owned buildings and comment on the draft CMDN that relates to a contract award. Contact Officer: John Harrison</p> | <p>Task and Finish Group approved.</p> |
| | <p>Enterprise Peterborough Partnership Performance Progress Report To scrutinise the performance of the Enterprise Peterborough Partnership and make any recommendations. Contact Officer: Dominic Hudson</p> <p>Review of 2011/12 and Future Work Programme To review the work undertaken during 2011/12 and to consider the future work programme of the Committee. Contact Officer: Paulina Ford</p> | <p>Requested at 18 March 2013 meeting</p> <p>Items from this report to be programmed into the work programme.</p> |
| <p>11 July 2013 <i>Draft Report 26 June</i> <i>Final Report 3 July</i></p> | <p>Call-In of Executive Decision – Passenger Transport – Subsidised Service Provision – JUL13/CAB/059</p> | |

| Meeting Date | Item | Progress |
|--|--|--|
| | <p>Peterborough – Serco Strategic Partnership Performance Report Annual Report</p> <p>To scrutinise the Serco Strategic Partnership Performance and make any recommendations.</p> <p>Contact Officer: Dominic Hudson</p> <p>Household Recycling Centre</p> <p>To comment on the planned relocation of the Household Recycling Centre.</p> <p>Contact Officer: Paul Robertson</p> <p>Energy from Waste Update</p> <p>To receive an update and comment on the progress of the development of the Energy from Waste (EfW) Facility in Fengate.</p> <p>Contact Officer: Richard Pearn</p> <p>Scrutiny In A Day: A Focus on Welfare Reform</p> <p>To receive a report on a proposal for a Scrutiny in a Day review into the Impact of Welfare Reform.</p> <p>Contact Officer: Paulina Ford / Adrian Chapman</p> | |
| <p>5 September 2013 <i>Draft Report 21 Aug</i> <i>Final Report 27 Aug</i></p> | <p>Human Resources Monitoring Report – Six Monthly Progress Report</p> <p>Contact Officer: Mike Kealey</p> <p>Enterprise Peterborough Partnership Key Performance Indicators</p> <p>Contact: Dominic Hudson</p> | <p>Requested 18 March 2013 meeting.</p> <p>Requested at 12 June 2013 meeting</p> |

| Meeting Date | Item | Progress |
|---|--|-----------------------------|
| | <p>Overview of Environment Capital Programmes/Projects</p> <p>To receive an update and comment on the Environment Capital Programmes and Projects currently in place.</p> <p>Contact Officer: Charlotte Palmer</p> | Deferred from July meeting. |
| <p>15 October 2013 (additional meeting)</p> <p><i>Draft Report 27 Sept</i> <i>Final Report 4 Oct</i></p> | <p>Peterborough City Centre Development Plan Document</p> <p>Contact Officer: Gemma Wildman</p> <p>Growth Strategy – Report on Progress</p> <p>Contact Officers: Simon Machen / Andrew Edwards</p> | |
| <p>7 November 2013</p> <p><i>Draft Report 22 Oct</i> <i>Final Report 29 Oct</i></p> | <p>Environment Capital Action Plan</p> <p>To Scrutinise and provide comments on the Environment Capital Action Plan prior to approval.</p> <p>Contact Officer: Charlotte Palmer</p> <p>Carbon Emissions Management Action Plan - Annual Update</p> <p>To Scrutinise the Peterborough City Council's 2012/13 carbon dioxide emissions report and make any recommendations necessary.</p> <p>Contact Officer: Charlotte Palmer</p> <p>Amey Partnership (formerly Enterprise) KPI's</p> <p>To scrutinise and comment on the new KPI's for the Amey Partnership</p> <p>Contact Officer: Dominic Hudson</p> | |

| Meeting Date | Item | Progress |
|---|--|----------|
| | <p>Scrutiny in a Day: Understanding and Managing the Impacts of Welfare Reform on Communities in Peterborough</p> <p>To provide the Committee with an update on the progress being made towards organising the Scrutiny in a Day event on 17th January 2014</p> <p>Contact Officer: Adrian Chapman / Paulina Ford</p> | |
| <p>17 January 2014 (Joint Meeting of Scrutiny Committees and Commissions)</p> | <p>Scrutiny in a Day: Focus on Impact of Welfare Reform</p> <p>To conduct an in depth one day review with a focus on the impacts of Welfare Reform across all scrutiny agendas and make recommendations to mitigate those impacts.</p> <p>Contact officers: Paulina Ford / Adrian Chapman</p> | |
| <p>20 January 2014 <i>Draft Report 2 JAN</i> <i>Final Report 9 JAN</i></p> | <p>2014/15 Local Transport Plan Capital Programme of Works (CPW)</p> <p>To consider the Local Transport Plan Capital Programme of Works for 2014/2015.</p> <p>Contact Officer: Mark Speed</p> <p>Management of Agricultural Estate and Future Proposals</p> <p>To receive and comment on an update on the management of the Council's farms estate and what future proposals the Council has for the estate.</p> <p>Contact Officer: Jonathan Lewis</p> <p>Opportunity Peterborough – Report on Progress</p> <p>To receive an update on the work being done by Opportunity Peterborough.</p> <p>Contact Officer: Neil Darwin</p> | |

| Meeting Date | Item | Progress |
|--|--|----------------------------------|
| | <p>Blue Sky Update report To receive and comment on an update on Blue Sky Peterborough and general energy developments. Contact Officer: John Harrison</p> <p>20MPH Speed Limit - Scrutiny Task and Finish Group Final Report For the Committee to receive and comment on the final report from the Task and Finish Group and make any further recommendations. Contact Officers: Paulina Ford / Clare George / Gary Goose</p> | Requested at 11 November meeting |
| <p>10 February 2014 (Joint Meeting of the Scrutiny Committees and Commissions) T.B.C.</p> | <p>Budget 2014/15 and Medium Term Financial Plan To scrutinise the Executive's proposals for the Budget 2012/13 and Medium Term Financial Plan. Contact Officer: John Harrison/Steven Pilsworth</p> | |
| <p>7 April 2014 <i>Draft Report 20 Mar</i> <i>Final Report 27 Mar</i></p> | <p>Annual Human Resources Monitoring Report To scrutinise the Annual HR Monitoring Report. Contact Officer: Mike Kealey</p> <p>Corporate Complaints Annual Monitoring Report 2012/13 To scrutinise the complaints monitoring report 2011/12 and identify any areas of concern. Contact Officer: Mark Sandhu/Belinda Evans</p> | |

TO BE PROGRAMMED 2013/2014

| Item | Comments |
|--|------------------------------------|
| Local Flood Risk Management Draft Strategy - Contact Officer: Julia Chatterton | Date to be advised by Richard Kay. |
| Community Infrastructure levy (CIL) Final Draft, Contact Officer: Steve Winstanley | Deferred from October meeting |
| Developer Contributions Supplementary Planning Document, Contact Officer: Steve Winstanley | Deferred from October meeting |
| Affordable Housing Capital Funding Policy, Contact Officer: Anne Keogh | Deferred from November meeting |

TO BE PROGRAMMED 2014/2015

| Item | Comments |
|---|-----------------------------------|
| Report on impact of Subsidised Bus Service cuts – M Speed | Requested by Cllr Sandford |
| New Regeneration Company – A Edwards | Requested at 11 November meeting. |
| PCC Biodiversity Strategy 2013/14 Annual Report - Contact Officer: James Fisher – June 2014 | |
| | |