

CABINET

MONDAY 21 SEPTEMBER 2015
10.00 AM

Bourges/Viersen Room - Town Hall

Contact – gemma.george@peterborough.gov.uk, 01733 452268

AGENDA

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Circulation

Cabinet Members

Scrutiny Committee Representatives

Directors, Heads of Service

Press

*Any agenda item highlighted in bold and marked with an * is a 'key decision' involving the Council making expenditure or savings of over £500,000 or having a significant effect on two or more wards in Peterborough. These items have been advertised previously on the Council's Forward Plan (except where the issue is urgent in accordance with Section 15 of the Council's Access to Information rules).*

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MINUTES OF CABINET MEETING HELD 20 JULY 2015

PRESENT:

Cabinet Members: Councillor Holdich (Chairman), Councillor Fitzgerald, Councillor Hiller, Councillor Lamb, Councillor North, Councillor Seaton and Councillor Serluca.

Cabinet Advisors: Councillor Casey and Councillor Maqbool.

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Elsey and Councillor Scott.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES OF THE CABINET MEETING HELD ON 15 JUNE 2015

The minutes of the meeting held on 15 June 2015 were agreed as a true and accurate record.

4. PETITIONS PRESENTED TO CABINET

There were no petitions presented to Cabinet.

STRATEGIC DECISIONS

5. PETERBOROUGH FLOOD RISK MANAGEMENT STRATEGY

Cabinet received a report which had been prepared in order to meet a statutory requirement for the Council to adopt a local flood risk management strategy. This followed public consultation on a draft strategy during 2014.

The purpose of the report was to consult and seek agreement from Cabinet that the Peterborough Flood Risk Management Strategy be recommended for adoption by Full Council.

Councillor Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development, introduced the report and highlighted the main issues contained within.

The Flood and Water Management Act 2010 (FWMA 2010) made Peterborough City Council a Lead Local Flood Authority, with responsibility for co-ordinating the management of surface water flood risk (flooding from surface runoff, groundwater and ordinary watercourses). Lead Local Flood Authorities had a duty to develop, maintain, apply and monitor a 'local flood risk management strategy'. The Strategy had been developed as a partnership plan with all of the flood and water management organisations and would be reviewed every five to six years.

Following additional comments from the Council's Flood and Water Management Officer, Cabinet debated the report and key points raised and responses to questions included:

- Changes had been made to the National Planning Policy Framework and the National Town and Country Planning Act which meant that local planning authorities had a requirement to ensure sustainable drainage systems were incorporated into major developments in order to manage surface water run off;
- The Strategy related to all aspects of flood risk and was a coordinated plan with partners. There were no extra financial implications to the Council;
- Government funding could not be accessed unless there was a clear demonstration of partnership working, this would increase the likelihood of obtaining funding;
- Peterborough City Council was part of the Local Resilience Forum alongside Cambridge; and
- Ultimate responsibility for protecting property lay with the land and property owner. Maintenance of water courses also lay with the land owner;

Cabinet considered the report and **RESOLVED** to recommend to Full Council that the Peterborough Flood Risk Management Strategy be adopted.

REASONS FOR THE DECISION

The Flood Management Strategy would:

- Meet statutory requirements;
- Make Peterborough more resilient to flooding;
- Help to co-ordinate and attract investment into Peterborough for both flood risk management and wider environmental and amenity improvements;
- Aid the delivery of sustainable growth;
- Assist with the city's aspiration to create the UK's Environment Capital; and
- Be a reference guide for Council officers, Flood Warden, Parish Council and communities who want to more know more about flood and water management.

ALTERNATIVE OPTIONS CONSIDERED

The Council was required to produce a 'local flood risk management strategy' in accordance with its duties as a Lead Local Flood Authority. It was therefore not an option to not produce a strategy. The only available alternative was to produce a document that covered only the sources of flooding that Peterborough City Council was responsible for.

This option was rejected in favour of preparing a plan in partnership with all other flood risk management authorities, covering all sources of flood risk. The chosen option was believed to be more useful for the reader, more efficient to implement and more likely to enable Peterborough to attract partnership funding.

6. STRATEGY FOR MANAGEMENT OF THE FARMS ESTATE

Cabinet received a report which followed the completion of a task and finish group instigated by the Sustainable Growth and Environmental Capital Scrutiny Committee. The Group's objective was to review the future management of the Council's Farms Estate with a view to help inform and develop a long term strategy for the development of the estate.

The Group was established by the Committee at its meeting on 20 January 2014 and at its meeting on the 17 March 2015, the Committee endorsed the Strategy for the Management of the Farms Estate and recommended it to Cabinet for approval.

The purpose of the report was to seek Cabinet's endorsement of the Strategy.

Councillor Seaton, Cabinet Member for Resources, introduced the report and highlighted the main issues contained within.

The members of the Task and Finish Group, which included Councillors, Tennant Farmers and Officers, who had assisted with the development of the Strategy were thanked for their work. There had been difficult relationships with the tenant farmers in recent years, however the situation was improving and recent meetings had been held with the Tenant Farmers Association. Arising out of one of the meetings was an amendment to the recommendations proposed to Cabinet, these recommendations had been circulated a supplementary paper and in summary requested that a working group be set up comprising the Cabinet Member for Resources, opposition Group members and members of the Tennant's Association, in order to bring forward an action plan arising from the Strategy, which was then to be presented to Cabinet within six months for implementation.

Following additional comments from the Council's Service Director for Education, People, Resources and Corporate Property, Cabinet debated the report and key points raised and responses to questions included:

- Communities would be kept informed of the delivery of the Strategy, and the Action Plan would be specific and informative;
- The Strategy would be published formally for transparency;
- All bordering authorities had chosen to retain their farm estates, with Cambridgeshire being the largest land owner of farm land in the country. Peterborough City Council had looked at bordering authorities' proposals and taken the Strategy forward in-line with them;
- There were no provisions for rural studies in the city at the current time, however the Strategy contained an education element and Peterborough Regional College was keen to take on the tenancy of one of the farms in order to provide skill base education;
- Peterborough Arena were always very keen to be involved and work would be undertaken alongside the 'Kids in the Country' event; and
- The purchasing of farms estates may form part of the future Action Plan and would be considered for inclusion within the Plan.

Cabinet considered the report and **RESOLVED:**

1. To adopt the proposed Strategy for the Management of Peterborough City Council's Farm Estate;
2. That the Strategy be delivered within existing approved resource allocations and if necessary a report be brought forward to a future meeting if extra resources were required or submitted as part of the medium term financial planning process; and
3. That Cabinet delegates to the Cabinet Member for Resources:
 - i. That a working group be set up comprising of the Cabinet Member for Resources, three opposition councillors and three members of the Peterborough City Farm Tenants Association to bring forward an action plan arising out of the Strategy for the Management of the Farms Estate, such action plan to be presented to Cabinet within six months for approval and implementation; and
 - ii. Approve the lettings procedure including associated guidelines on criteria to be utilised on evaluation of offers received as outlined in the Strategy.

REASONS FOR THE DECISION

Effective ownership of an agricultural estate required a long-term view to ensure sustainable management. Decisions made could affect the estate for many years and

decades. Without a clear understanding of the aims of the Council with regard to the estate, effective management was handicapped. On occasion quick decisions were required to take advantage of events. In recent years there had not been an agreed strategy for the estate to enable such decisions to be made, resulting in lost opportunities. A clear strategy also would act as a means of informing the Council so that it had an understanding of the asset and the reasons for its ownership. The Council's Farm Estate was a long term positive asset held by the Council for the benefit of the rural community. It produced a steady stream of income and employment for the wider city of Peterborough. The Farm Strategy had been produced in conjunction with the Council's tenant farmers

ALTERNATIVE OPTIONS CONSIDERED

There were no alternative options considered in this instance. There was no recorded publically held strategy for the management of the farms estate and the implementation of a Strategy provided a transparent framework for the farms' future operation and ownership.

7. REVIEW OF THE PETERBOROUGH LOCAL PLAN

Cabinet received a report, the purpose of which was to enable it to consider the proposal to commence preparation of a Local Plan for Peterborough and, if it this was agreed, for a new Local Plan to be produced.

Councillor Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development, introduced the report and highlighted the main issues contained within.

The current Local Plan was four years old and recent evidence indicated that more land was required for homes and to allow for businesses to grow. Preparing a Plan was a statutory process and would take approximately three years from start to finish. A new Plan was therefore required for preparation and the first part of the process was for a Local Development Scheme to be adopted, which set out the timetable for the development of a plan. Cabinet's approval was therefore sought for this Scheme.

Following additional comments from the Council's Corporate Director Growth and Regeneration, Cabinet debated the report and key points raised and responses to questions included:

- An updated Plan was required in order to ensure the Council remained in control of where new development was to take place;
- All strategies of the Council needed to show clear outcomes associated with health and there would be policies running throughout the new Plan highlighting how better health outcomes would be achieved;
- Peterborough has always historically been 'ahead of the pack' with such document and this needed to continue;
- The culture and recreation side needed to be taken into account also;
- Affordable housing would be an integral consideration of the Plan; and
- Peterborough was the second fastest growing city and the re-writing of the Plan would assist with the needs of the city going forward.

Cabinet considered the report and **RESOLVED:**

1. To authorise officers to commence a review of the Local Plan; and
2. To approve the Local Development Scheme (LDS), which set out a timetable for the production of a new Local Plan, and brought it into effect from 31 July 2015.

REASONS FOR THE DECISION

A review of the Local Plan would:

- Ensure that new development continued to take place in planned locations and help demonstration of a '5 year housing land supply' (a Government requirement), reducing the risk of challenge from speculative, unplanned development;
- Be an opportunity to identify new locations for growth in Peterborough, which in turn would meet our longer term housing and employment needs;
- Maintain the Council's strong reputation for high quality strategic planning by keeping the Local Plan as up to date as possible;
- Provide certainty about future housing delivery;
- Align preparation of a new Local Plan with the review of other corporate strategies, including the Local Transport Plan, Housing Strategy and Green Infrastructure Plan;
- Identify additional employment sites to accommodate increasing commercial demand;
- Ensure continued and potentially additional income via New Homes Bonus, business rate growth and council tax income; and
- Ensure an overall, an up-to-date Local Plan, covering a longer timeframe, means more certainty for everyone (the public, developers and public service providers) about where growth will take place.

ALTERNATIVE OPTIONS CONSIDERED

The only alternative option considered was to do nothing and review the situation again in 12 months. This option was rejected because it would fail to take advantage of the benefits of commencing a new Local Plan.

Chairman
10.00am – 10.42am

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MINUTES OF EXTRAORDINARY CABINET MEETING HELD
3 AUGUST 2015

PRESENT:

Cabinet Members: Councillor Holdich (Chair), Councillor Coles, Councillor Elsey, Councillor Fitzgerald, Councillor Hiller, Councillor Lamb, Councillor Seaton and Councillor Serluca.

Cabinet Advisors: Councillor Casey and Councillor Maqbool.

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor North.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. IMPROVING OUTCOMES FOR CHILDREN AND YOUNG PEOPLE IN PETERBOROUGH

Cabinet received a report which advised on issues highlighted by the self-assessment of the quality of services for children and young people.

The Cabinet Member for Children's Services and the Service Director Children's Services and Safeguarding introduced the report, highlighting the main issues contained within.

Councillor Serluca left the meeting at this point.

Cabinet debated the report and key points raised and responses to questions included:

- The strategic proposals would return to Cabinet following consultation and a further financial analysis.
- It was established that youth workers and family support workers were much more available than experienced, qualified Social Workers, which were in short supply nationally.
- Working as a Social Worker in Peterborough is particularly challenging given the particularly diverse population with many cultures and languages in comparison with other nearby Authorities.
- It was suggested that by creating multi-disciplinary team it would attract more experienced and qualified social workers.
- A Member posed the question whether the Council was progressing with developing qualified social workers through education in the city. It was advised that this was being done, however would take a number of years to provide benefits. The proposals identified actions to address short term and long term recruitment issues.
- The benefit of Social Workers having a close relationship with other local authority services such as housing services should be used to attract recruits.
- In the past, specific investment had been requested for particular issues, for example, child sexual exploitation. This report, however, sought to develop a

longer term, sustainable model to address the day to challenges within children's social care

- Approximately 800 referrals were made to the service every month. Only 150 of these would be allocated to a social worker, the rest would be diverted to other forms of support. It was believed that a focus on early intervention would reduce the number of referrals and reduce service demand.
- Neglect was an area of focus for the service. The Children's Safeguarding Board are looking to work with a range of professionals to see how the Council could better meet the needs of families where neglect is the primary concern.

Councillor Serluca re-joined the meeting at this point.

Cabinet debate continued, and included:

- Members were assured that the service was currently function at an acceptable level to keep children safe. This was however, while relying on expensive locum staff and a long term sustainable model was needed.
- Social Workers would make use of update technology, which would assist in reducing the level of duplicated work carried out currently.
- It was noted that support workers would not replace Social Workers, but would complement the work social workers do and provide a higher level of contact with families which social workers were unable to do.
- Peterborough was in a beneficial position of having a Peoples and Communities Directorate and as a unitary authority, there was a direct access to a wide range of services only a short distance away.

The Chairman commented that, in order to assist this initiative, a key worker housing scheme should be a high priority for housing services. It was further suggested that the local media spend a day with Social Workers to experience first-hand the pressure they face.

Cabinet considered the report and **RESOLVED** to:

1. Endorse the strategic proposals relating to the provision of services for children and young people, namely:
 - a) The approach taken to the recruitment and retention of social workers, team managers, conference chairs and reviewing officers;
 - b) Reviewing management of referrals into the service, the role of the local authority designated officer and the audit function;
 - c) Creating a more sustainable social work service in the longer term through multi-disciplinary teams;
 - d) The strategic approach to tackling neglect; and
 - e) Implementing new technological approaches to assist business transformation.
2. That a further financial analysis is completed of these proposals to enable full consideration of the financial implications arising, with a report presented back to Cabinet in due course.

REASONS FOR THE DECISION

The current model of delivery was too heavily dependent on high cost social workers, of which there was a national shortage. The Council needed to take more assertive action to recruit and retain the best available social workers by improving its recruitment and retention offer.

ALTERNATIVE OPTIONS CONSIDERED

The alternative option of doing nothing was considered, however this may have resulted in the continued current pattern of increasing numbers of children and young people being referred into statutory children's services before sufficient support had been given to families to address their difficulties through the Council's wide range of early help Services.

This continuing increase in referrals would result in increasing caseloads for our social workers, resulting in a poorer service to children and young people who are in need of protection and a likely increase in staff turnover. This would result in ever increasing agency social workers costs, and the likelihood that a Cabinet report would follow, requesting that the Council increase the establishment of social workers further to deal with the increased pressures within the service.

Chairman
10.00am – 10:33am

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CABINET	AGENDA ITEM No. 5
21 SEPTEMBER 2015	PUBLIC REPORT

Cabinet Member(s) responsible:	Cllr North, Cabinet Member for Communities and Environment Capital	
Contact Officer(s):	Simon Machen, Corporate Director Growth and Regeneration	Tel. 453475

SUBSIDISED PASSENGER TRANSPORT SERVICE PROVISION

R E C O M M E N D A T I O N S	
FROM : <i>Passenger Transport Subsidised Service Review - Cross Party Working Group</i>	Deadline date : <i>21st September 2015</i>
<p>That Cabinet considers the following recommendation of the Cross Party Working Group:</p> <ol style="list-style-type: none"> 1. That an additional £150,000 per annum should be introduced into the subsidised Passenger Transport budget (reduced pro-rata for the 2015-16 financial year) to enhance existing supported service provision, as set out in this report. 	

1. ORIGIN OF REPORT

- 1.1 This report is submitted to Cabinet following a recommendation from Cabinet on 4th March 2015 that a Cross Party Working Group was established, in accordance with the Council's Constitution: Part 4, Section 7 - Executive Procedure Rules.
- 1.2 The terms of reference of Cross Party Working Group focused on making recommendations to Cabinet regarding increased funding options for the passenger transport subsidised service.
- 1.3 The membership of the Cross Party Working Group was: Councillor Chris Ash (Independent), Councillor Judy Fox (Werrington First), Councillor Brian Rush (Conservative), Councillor Nick Sandford (Liberal Democrat), Councillor John Shearman (Labour), Councillor John Whitby (UKIP). Officer assistance was provided by Mark Speed (Commissioning Manager Transport and Infrastructure) and Richard Mayes (Principal Passenger Transport Contracts and Planning Officer).

2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is to set out the recommendations of the Cross Party Working Group established to consider a potential increase in the budget for subsidised transport provision of up to £150,000, and to consider the views of the Budget Working Group on these proposed enhancements to services. This will be discussed at the meeting of the Budget Working Group on 14 September 2015 and a verbal update of their views will be reported at the meeting so that Cabinet can consider their views before taking a decision.
- 2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.1 'to take collective responsibility for the delivery of all strategic Executive functions within the Council's Major Policy and Budget Framework and lead the Council's overall improvement programmes to deliver excellent services'.

3. **TIMESCALE**

Is this a Major Policy Item/Statutory Plan?	NO
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4. **SUBSIDISED PASSENGER TRANSPORT SERVICE PROVISION**

- 4.1 The majority of the city's Passenger Transport Services are provided on a commercial basis by operators in Peterborough. This means that they operate without financial support, and have the commercial freedom to decide their own routes, timetables and fare structures.
- 4.2 Some services currently operate with the support of funding from Peterborough City Council, and these include:
- Service 20, 21 & 22 (introduced in October 2013 as a replacement for Local Link)
 - Evening 'Citi' services in Peterborough
 - Demand Responsive Transport – for those who have no access to alternative services, or have serious mobility issues
 - Community Link (accessible urban dial-a-ride)
 - Octane (Orton Community Transport) (accessible rural dial-a-ride)
 - Social Car Service (RVS)
 - Call Connect (dial-a-ride operated in conjunction with Lincolnshire County Council)
- 4.3 The Council currently spends approximately £600k annually supporting these services (net of the ring-fenced Bus Service Operators Grant from Government which further supports the cost of these services).
- 4.4 As part of the 2015/16 budget, Council resolved to establish a Cross Party Working Group to consider further investment of up to £150,000 (reduced pro-rata for the current budget year) into subsidised transport.
- 4.5 The Cross Party Working Group assessed the current position regarding the supported services introduced in 2013, and consideration was given to whether the current service provision should change. The Group considered that because this provision had been formulated based on a thorough, in depth and relatively recent review which included a full Equality Impact Assessment (EqIA), and that as the Group had been tasked with recommendations regarding increased funding as opposed to withdrawing funding, that the areas currently served should remain fundamentally the same. This would ensure that the position established, based on the 2013 review in the lead up to the withdrawal of the former Local Link services in 2013, and the service provided to the vulnerable and protected groups identified, is maintained.
- 4.6 As services for vulnerable members of the community have been provided as a result of the understanding gained from the Equality Impact Assessment (EqIA) the Cross Party Working Group considered that the most appropriate use of further investment of up to £150,000 should be focussed on enhancements to services in Fengate that would better meet the needs of this important employment area, and also better serve the night time economy in this area through:
- Amended routing to better serve the area.
 - Services that allow workers to get to employment areas for the 06:00, 14:00 and 22:00 start and finish times.
 - Services that allow workers to get to employment areas for the 07:00-09:00 start and 17:00 finish times.
 - Services that give access to facilities in Fengate, such as the cinema and the greyhound stadium, that also feed into the final supported services of the evening on the Citi bus network to allow people to get home.

- 4.7 Through delivery of the above, further benefit is provided for the Dogsthorpe Road / Garton End Road area by splitting the Service 21 into two separate services.
- 4.8 The additional budget would allow for the provision of improved times for the Service 20 (Stanground – Hampton – Orton), to allow a greater amount of time in the city.
- 4.9 Additionally the opportunity was presented to give a departure that better suits conventional working patterns, and a later departure into the rural areas on Service 22. A slight re-routing would also re-establish a direct link between Gunthorpe and Werrington.
- 4.10 The Cross Party Working Group considered that this proposal presents value and the potential for growth because supporting services through increased utilisation of vehicle resources is more cost effective than using an additional vehicle. In addition supporting an area for growth would positively impact the city as a whole by enabling sustainable transport options to places of work and leisure.
- 4.11 The recommendation to enhance services would see an increased level of provision along key supported routes. This would have a positive impact through an increase in the number of service options at appropriate times to get elderly residents to the city centre, in order to connect with hospital services. The proposed enhancements would also see a slight increase in the number of services on the southern end of Lincoln Road, passing the new surgery site at the junction of Lincoln Road and Craig Street. The re-establishment of the link between Gunthorpe to connect with the Citi 2, and Werrington Centre, additionally opens up passenger transport access to medical facilities in the latter for those in the Gunthorpe area.
- 4.12 There was agreement from the Cross Party Working Group to present this proposal for the use of the available funding to Cabinet. The detail of the proposals are available in Appendix A.

5. CONSULTATION

- 5.1 Formal consultation was not considered necessary, due to the extensive consultation in 2013 with local stakeholders and communities, at the time of the previous bus service review. Service levels have not changed since this consultation in 2013. Comments raised since the previous review were taken on board as part of this review process by the Cross Party Working Group. Vulnerable organisations and people would not be adversely affected by the proposed changes to services because the current level of service and routes would be maintained and enhanced. Additionally, this was to ensure that a whole city view, considering the growth agenda, was taken rather than focussing on smaller areas, and micro-agendas. The proposals were constructed across several meetings of the Working Group and took into consideration the work that had been undertaken in 2013. The Group considered enhancements to the current services and routes served rather than fundamentally changing the supported service provision. A number of ideas were discussed, and localised amendments for the benefit of those using the services, have been suggested. The proposal met with the collective agreement of the Members involved to present to Cabinet.
- 5.2 The existing contract in relation to the services commenced in October 2013 on the basis that reviews would take place every two years, over a period of 8 years. Consultation is being undertaken as part of this process with the current contract provider, Stagecoach, during September 2015. It was recognised at the outset of the contract that this approach posed some degree of financial risk because the price agreed originally was for the first two years of the contract and maintaining the same level of service may cost more than agreed at the outset. It was considered appropriate to ensure that the Council was aware of what was being sought through the review, prior to entering discussion with the operator.
- 5.3 Initial engagement is underway with local businesses in the Fengate area, as part of the Government funded Local Sustainable Transport Fund (LSTF) programme, regarding

financial support for sustainable transport, and encouraging employees to make use of sustainable transport.

- 5.4 Fengate, as an area with no services other than those supported by the Council, would see a significant enhancement under the proposal due to potential for sustainable growth, however the other subsidised bus routes also see improvements or enhancements. The impact of this change will not, therefore, disproportionately impact on any individuals with protected characteristics over and above the impacts on the general population.

6. ANTICIPATED OUTCOMES

- 6.1 That Cabinet will determine the recommendation of the Cross Party Working Group, informed by the views of the Budget Working Group, to invest up to a further £150,000 per annum (reduced pro rata) in subsidised public transport, which would include extension of the existing contract or a re-procurement of the services.

7. REASONS FOR RECOMMENDATIONS

- 7.1 For Cabinet to consider the views of the Cross Party Working Group and determine whether to introduce improvements to the supported bus network through increased budget provision.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 Consideration was given by the Cross Party Working Group to providing a completely new supported bus network, however this was rejected by the Group on the basis that the current provision was introduced 2 years ago following a significant budget reduction, taking into account a detailed study and Equality Impact Assessment, that the contract is currently underway with a two yearly review, and it was felt that a level of stability in service provision was required to assist those accessing the transport services.
- 8.2 The proposed enhancement would see operating hours extended, but consideration was also given to enhancing the level of services during the daytime through an additional vehicle, however this was rejected by the Cross Party Working Group on the basis that extending operating hours presents a better value proposal, opening up services to key areas, and potentially growing the bus market.

9. IMPLICATIONS

- 9.1 Legal Implications – The Council has a power under the Local Transport Act 2008 to take steps that are required to meet local public transport needs.
- 9.2 The price of the revised service proposals have not been confirmed at this stage, however the proposal has been developed so that elements of the proposed timetable can be removed, effectively on a sliding scale, in order to bring the proposal within the potential budget increase.
- 9.3 In the event that the enhanced service provision is agreed by Cabinet, the additional costs would need to be met as follows:
- In 2015/16, funding was set aside in the capacity fund reserve to meet the part year costs
 - In 2016/17, the £150,000 pressure would need to be built into the budget proposals, as they have not currently been factored in. This would widen the budget gap that the Council faces, as outlined in a separate report on this Cabinet Agenda.
 - Depending on the length of the contract, for any years after this the pressure will also need building into budget plans, widening the budget gap in those years.

10. BACKGROUND DOCUMENTS

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

None.

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Appendix A – Recommendations of the Cross Party Working Group

Summary of Proposal

The key outcomes are as follows:

- The Group agreed that the review needed to take a ‘whole city’ approach to this task,
- The Group recommended that funding be made available in order to increase the level of supported services.
- The Group acknowledged the difficulties associated with levels of service that can be supplied for funds available, especially considering previous negotiations where funding had been withdrawn, and that the final proposal represents the most realistic outcome considering negotiations had not been undertaken with the operator at that stage.
- The Group recommended, in the event that the funding available was not sufficient to increase service to the level identified in the proposal, services should still be increased where possible to incorporate these ideas.
- The Group agreed that the minimum outcome should be to maintain services at their current operational level.

Proposal Detail

In the proposal below, the revised services are explained in comparison to those that currently operate.

As the service 21 is effectively split into two services under this proposal, it is recommended that services are renumbered, as the number ‘23’ cannot be used, as another commercial service already uses this.

Service 20 (Stanground – Oakdale Avenue – Hampton – Orton) (under this proposal becomes Service 50)

Route overview:

- No change to the route

Service level overview:

- The same level of service is provided, but the first outward journey from Queensgate at 08:49 is removed and is replaced with a later journey from Queensgate at c.17:35. This gives the option to spend longer (nearly 3 hours) in the City Centre, rather than needing to catch the 14:49 bus back.

- The first return journey from Orton is still just after the 09:30 time, allowing those with concessionary passes access to Hampton as at present, and provides the opportunity to spend longer in Hampton before returning to Orton.

Service 21 (Fengate – Showcase Cinema – Newark Sainsbury’s / Newark Avenue – Garton End Road)
(under this proposal is split into two services – 51 and 53)

Route overview:

- Service 51 (was 21 Fengate area)
 - This would serve the Fengate section of the current Service 21, as far as Newark Sainsbury’s. It would also be slightly re-routed in the area around Boongate in order to provide the same route in both directions, serving the cinema and surrounding roads, as currently the outward and return journeys follow different routes.
- Service 53 (was 21 Garton End Road area)
 - This would serve the Garton End Road section of the current Service 21, as far as Keys Park, but would serve the route in both directions.

Service level overview:

- Service 51 (was 21 Fengate area)
 - This section of the current Service 21 would see timetable enhancements in order to cater for those working in Fengate and the evening economy.
 - It is intended that the level of service would allow those starting or finishing work at 06:00, 14:00 and 22:00 access to and from the City Centre by public transport. It will also cater for those starting work between 07:00 and 09:00 and those finishing between around 16:30 and 17:15.
 - It is also intended that there will be an hourly service in the evening to serve the evening economy in the area around the cinema and the Greyhound Stadium. This has the advantage of permitting greater access to the area for those who do not have other means of transport. The final two services from the area back to Queensgate will be timed in order to meet the final departures of the evening ‘Citi’ network, providing crucial connections from this area to the rest of the city.
 - The table below shows the last ‘Citi’ services departures of the evening, their destinations, and the proposed arrival times into Queensgate to meet them.

Last Citi service of the day from Queensgate			Proposed arrival into Queensgate from Fengate & Cinema to meet last services
Citi	Time	Destination	
1	23:15	Werrington	c.23:02 arrival from Fengate
1	23:15	Orton	c.23:02 arrival from Fengate
2	23:07	Bretton Centre (via Hospital)	c.23:02 arrival from Fengate
2	23:30	Paston	c.23:02 arrival from Fengate
3	23:15	Bretton Centre (via North Bretton)	c.23:02 arrival from Fengate
3	23:45	Park Farm	c.23:02 arrival from Fengate
4	23:07	Parnwell	c.23:02 arrival from Fengate
5	22:45	Cardea	c.22:28 arrival from Fengate
5	23:15	Yaxley	c.23:02 arrival from Fengate
5	22:51	Dogsthorpe	c.22:28 arrival from Fengate
5	23:11	Welland	c.23:02 arrival from Fengate
6	22:45	Hampton	c.22:28 arrival from Fengate

- Service 53 (was 21 Garton End Road area)
 - This section of the current Service 21 only has inbound journeys. Under this proposal there would be services in both directions. This proposal provides 3 outbound journeys and 2 inbound journeys. This establishes the opportunity for those along the route to spend longer in the City Centre, and also creates a link to Newark Sainsbury's. By providing the outbound journeys, residents along the route would no longer need to travel out through Fengate, before alighting on the return journey.

Service 22 (Fulbridge Road – Werrington – Rural Areas)
(under this proposal becomes Service 52)

Route overview:

- The route would stay the same as that currently operated, except that there would be a diversion from Fulbridge Road, along Hallfields Lane and Gunthorpe Road, back onto Fulbridge Road (and vice versa) in order to re-establish a link between the Gunthorpe area and Werrington.

Service level overview:

- It is estimated that the slight diversion may affect journey times by up to 4 minutes, and the timetable has been adjusted to reflect this.
- The current first journey, timed to reach Queensgate at 08:15 would continue to operate and the journey timed to depart Maxey at 09:32 would continue to depart at approximately these time.
- The journeys from Maxey at 12:32 and 15:32, and the journeys from Queensgate at 08:35, 11:35 and 14:35, would be retimed slightly.

- The journeys from Queensgate at 16:35 and 18:25 would instead operate at approximately 17:50 and 19:55, giving those working on a 09:00-17:30 shift pattern, the opportunity to use the bus in both directions, and permitting those visiting the city a later journey back into the rural areas.
- It is proposed that there will be an additional inbound journey from the rural areas, departing Maxey at approximately 18:52, allowing evening access to Werrington and the city, and an additional late evening outbound journey from the city to the rural areas at approximately 23:15, allowing those in the rural areas served access back following their taking advantage of the benefits of the evening economy in the city. This last journey of the evening into the rural areas connects with the last journey of the evening from Fengate and the Cinema area also.
- It is proposed that there is an additional early morning part-journey along the section of route from Werrington to Queensgate at around 05:13, in order to provide a link for those travelling by public transport to get to the Fengate area.

Additional Benefit

- **Lincoln Road (between Burghley Road and Westgate)**
 - This section of route incorporates a number of sheltered accommodation dwellings, and the new GP surgery (that is moving from North Street to the Lincoln Road / Craig Street junction).
 - Currently there are 6 inbound services to Queensgate and 5 outbound services from Queensgate.
 - Under this proposal, if introduced, there would be 8 inbound services to Queensgate and 9 outbound services from Queensgate across the day, covering a greater range of times (please see table below)
 - The increased number of journeys, and revised journey times, present some benefits to those wishing to travel along this section of road, including opportunities to spend varying amounts of time in the City Centre, and greater options regarding GP appointment times than the current service provides.

A comparison of current and proposed services along Lincoln Road (Westgate to Burghley Road)

CURRENT SERVICES ALONG LINCOLN ROAD All times listed are approximate

inbound to Queensgate along lower end of Lincoln Road	Time	08:10	10:25	11:15	13:25	14:15	16:25
	Service	22	22	21	22	21	22
outbound from Queensgate along lower end of Lincoln Road	Time	08:35	11:35	14:35	16:35	18:25	
	Service	22	22	22	22	52	

REVISED SERVICES ALONG LINCOLN ROAD - PROPOSAL 1.01 (04/08/15) All times listed are approximate

inbound to Queensgate along lower end of Lincoln Road	Time	05:27	08:10	10:29	11:37	13:49	14:37	16:49	19:49	
	Service	52	52	52	53	52	53	52	52	
outbound from Queensgate along lower end of Lincoln Road	Time	08:30	11:00	11:50	14:00	14:50	17:00	17:50	19:55	23:15
	Service	52	53	52	53	52	53	52	52	52

Levels of Service	
current	6 inbound
proposed	8 inbound

Levels of Service	
current	5 outbound
proposed	9 outbound

 = Concessionary Passes valid on this journey

CABINET	AGENDA ITEM No. 6
21 SEPTEMBER 2015	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor David Seaton, Cabinet Member for Resources	
Contact Officer(s):	John Harrison, Corporate Director Resources Steven Pilsworth, Service Director Financial Services	Tel. 452520 Tel. 384564

MEDIUM TERM FINANCIAL STRATEGY 2016/17 TO 2025/26

R E C O M M E N D A T I O N S	
FROM : Corporate Director Resources	Deadline date : n/a
<p>That Cabinet notes:</p> <ol style="list-style-type: none"> 1. The financial pressures in the current financial year and the continuing work by CMT to deliver a balanced budget; and 2. The forecast budget gap for the financial year 2016/17 and onwards, the key assumptions currently included in the MTFS forecast, and the significant uncertainty surrounding next and future years' government funding for local authorities. <p>That Cabinet recommends to Council:</p> <ol style="list-style-type: none"> 1. Approval of amendments to the 'Budget Framework Procedure Rules' to follow a two stage budget process as set out in section 7 of this report. 	

1. ORIGIN OF REPORT

- 1.1 This report is submitted to Cabinet following discussion by the Corporate Management Team (CMT), Cabinet Policy Forum, and the cross party Budget Working Group.

2. PURPOSE AND REASON FOR REPORT

- 2.1 This report comes to Cabinet as part of the Council's agreed process within the Budget and Policy framework that requires Cabinet to initiate and consider financial strategy and budget proposals in order to set a balanced budget for the forthcoming financial year.
- 2.2 The purpose of the report is to:
- Update Members on the forecast financial position of the Council for both the current and future financial years;
 - To outline national and local issues which will need consideration within the medium term financial strategy for 2016/17 onwards; and
 - To set out the proposed process and timetable for the 2016/17 budget process including dates for the 'budget conversation' with the public.

- 2.3 This report is for Cabinet to consider under its Terms of Reference Number 3.2.1 which states 'to take collective responsibility for the delivery of all strategic Executive functions within the Council's Major Policy and Budget Framework and lead the Council's overall improvement programmes to deliver excellent services'.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	YES	If Yes, date for relevant Cabinet Meeting	21 September 2015
Date for relevant Council meeting	14 October 2015	Date for submission to Government Dept.	

4. JULY BUDGET POSITION

- 4.1 **REVENUE BUDGET:** The approved revenue budget for 2015/16 is £139.7m. The year-end outturn, based on reported departmental information as at end of July 2015, is forecast to be £139.6m, which is a forecast underspend of £59k. The summary position is shown in table 1 and illustrated in graph 1 below.

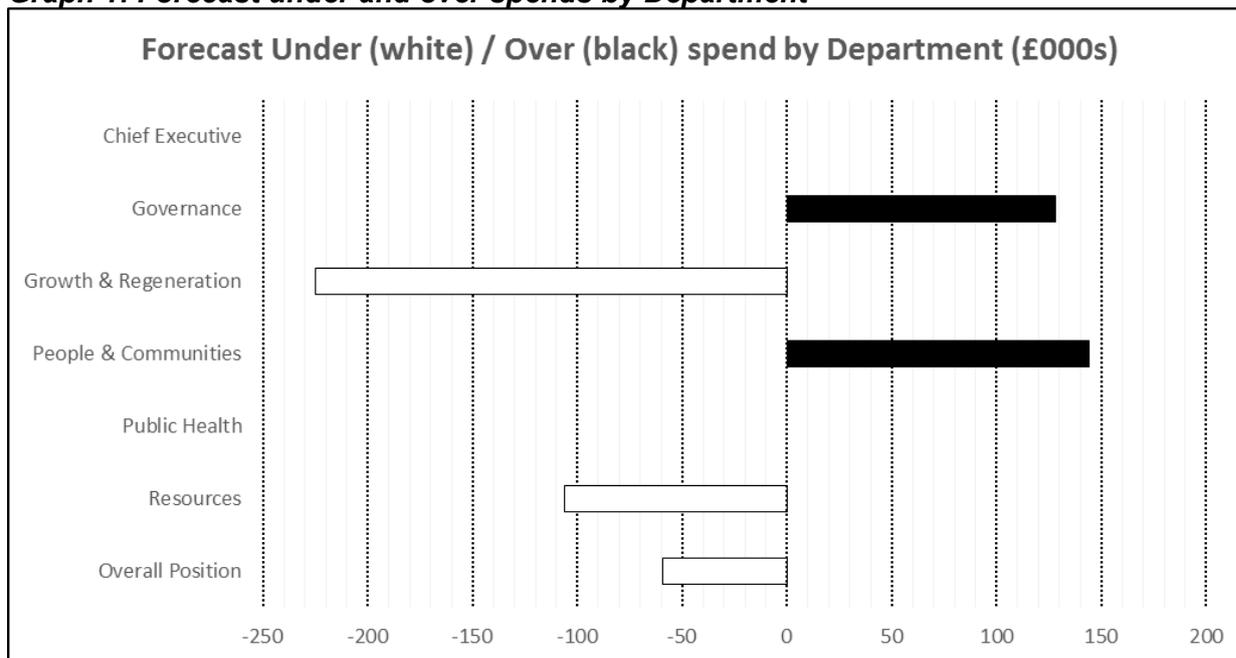
Table 1: Summary of forecast outturn position as at end of July (month 4)

Previous Variance (June) £000	DEPARTMENT	Budget 2015/16 £000	Forecast Outturn £000	Forecast Variance £000
0	Chief Executive	410	410	0
35	Governance	5,669	5,797	128
-215	Growth & Regeneration	12,416	12,191	-225
669	People & Communities	69,665	69,809	144
0	Public Health	-455	-455	0
897	Resources	51,968	51,862	-106
1,386	TOTAL	139,673	139,614	- 59

NB A negative number means a forecast underspend against the budget

- 4.2 Further information is provided in Appendices 1 and 2 – which show the forecast for each service area and an explanation of key budget variances (those over £100k).
- 4.3 CMT regularly receives updates on the in-year budget position including a report tracking the delivery of the savings agreed by Council on 4th March 2015. This information is shared and discussed with Cabinet and Budget Working Group as part of the process to formulate next year's budget proposals. CMT continues to identify and implement specific actions to keep expenditure within the approved budget and to deal with emerging budget pressures.
- 4.4 Whilst the forecast is for a small underspend at the year end, there are some emerging in-year pressures that will have an ongoing impact in future years and will therefore need to be factored into next year's budget proposals. These pressures are discussed in section 6 below.

Graph 1: Forecast under and over spends by Department



- 4.5 **CAPITAL PROGRAMME:** The revised Capital Programme as at end of July is £202m, which includes £92m for invest to save schemes (I2S). The agreed investment as per the Medium Term Financial Plan (MTFS) was £141.4m. This increase is due to slippage of projects from 2014/15 into the current financial year
- 4.6 The actual capital expenditure as at end of July is £18.4m (9% of the revised budget). A full review of what is likely to be spent by the year end is currently underway by Departments.

Table 2: Summary of capital programme position as at end of July (month 4)

Capital Programme 2015/16					
Capital Programme by Directorate	MTFS Budget 2014/15 £000	Revised Budget £000	Budget to Date £000	Actual Expenditure £000	Total Spent Against Budget
Governance	540	447	215	-3	-1%
Adult Social Care	2,020	2,678	1,037	22	1%
Communities	2,927	4,324	2,141	334	8%
Growth & Regeneration	17,850	27,356	9,659	7,395	27%
Resources - CHS	32,049	34,989	11,930	3,932	11%
Resources - Renewable Energy	500	1,680	560	2	0%
Resources - Other	30,678	38,567	11,048	6,329	16%
Invest to Save	54,791	91,930	30,643	398	0%
Total	141,355	201,971	67,233	18,409	9%
Financed by:					
Grants & Contributions	16,920	21,773	2,880	2,880	13%
Capital Receipts	11,820	13,670	2,755	2,755	20%
Borrowing	112,615	166,528	61,598	12,774	8%
Total	141,355	201,971	67,233	18,409	9%

5. NATIONAL LOCAL GOVERNMENT FINANCIAL CONTEXT

- 5.1 Core funding for local government was reduced by 40% over the course of the previous Parliament and the new Government is set to make further significant reductions in public spending in the forthcoming autumn spending review. On 8th July 2015 the Chancellor announced that the government will reduce public sector spending by £37 billion to achieve a Budget Surplus in 2019/20. His Budget speech set out around £17 billion of measures that will reduce the deficit, including £12 billion from welfare reform and £5 billion from tackling tax avoidance, evasion and noncompliance. The Government will set out plans to deliver the remaining £20 billion of reductions in the spending review.
- 5.2 The spending review is currently underway and is due to be published on 25th November 2015, with the Local Government Finance Settlement following this sometime near Christmas or early in the New Year. There is therefore considerable uncertainty as to the amount of government grant Peterborough City Council will receive in 2016/17 and onwards, and the lateness of the announcement, in terms of local government's statutory deadlines to set a budget and Council Tax, only adds to this uncertainty.
- 5.3 Other announcements made in the summer budget relevant to local government were as follows:
- There will be no further cuts to local government funding in 2015/16, apart from the in-year reductions to the Public Health Grant which were announced before the Summer Budget.
 - From April 2016, a new National Living Wage of £7.20 an hour for the over 25s will be introduced. This will rise to over £9 an hour by 2020. It is claimed by the Treasury that businesses will be able to fund this through the reduction in corporation tax. The impact of this through the Council's partners needs to be considered further, with the care sector in particular expressing concern over the impact. The MTFs included a cost for the living wage of £7.85 for 28 members of staff costing £22k. A rise to £9.00 would be an approximate impact for the Council of £30k or £8k additional cost and not until 2020.
 - From November 2015 the standard rate of Insurance Premium Tax will be increased from 6% to 9.5%. Estimated impact for the Council is £30k.
 - Public sector pay will increase by 1% a year for 4 years from 2016-17. In addition, as part of the forthcoming Spending Review, the government will continue to examine pay reforms and modernise the terms and conditions of public sector workers. This will include a renewed focus on reforming progression pay, and considering legislation where necessary to achieve the government's objectives.
 - The government will work with Local Government Pension Scheme administering authorities to ensure that they pool investments to significantly reduce costs, while maintaining overall investment performance.
 - Climate Change Levy exemption for renewable electricity to be removed. Possible impact for the Council £125k loss of income for the Energy Recovery Facility. Further work is required here as this only takes into account the Council energy production, rather than possible impacts on contracts where renewable energy forms part of the cost.
 - 18-21-year-olds will not be entitled to claim housing benefit automatically, with a new "earn to learn" obligation.
 - The government will lower the cap on the total amount of benefits an out of work family can receive, from £26,000 to £20,000.

- The benefit reductions may impact on council tax support (as benefit and tax credit income reduces, entitlement to council tax support increases).
 - To help ensure Local Authorities are able to protect the most vulnerable housing benefit claimants due to the new Cap amount, the government will provide £800 million of funding for Discretionary Housing Payments over the next 5 years.
 - From September 2017, the free childcare entitlement will be doubled from 15 hours to 30 hours a week for working parents of 3 and 4 year olds.
 - From 2020-21 the government guarantees that all revenue raised from Vehicle Excise Duty (VED) in England will be allocated to a new Roads Fund and invested directly back into the strategic road network (via the Department of Transport).
 - The government intends to support towns and counties to play their part in growing the economy, offering them the opportunity to agree devolution deals, and providing local people with the levers they need to boost growth.
 - The government will consult on devolving powers on Sunday trading to city mayors and Local Authorities
- 5.4 In June 2015, the Local Government Association (LGA) published its annual future funding model for councils using data contained within Local Government financial returns along with March 2015 public spending forecasts from the independent Office of Budget Responsibility.
- 5.5 The LGA forecast model assumes that core funding for Local Government will reduce from 2016/17 to 2019/20 by 12.1%, 11.6% and 4.7% respectively with funding increasing by 7.1% in 2019/20. In the absence of any more reliable data, these reductions have been used in the MTFs position discussed below.
- 5.6 Nationally, the LGA funding model shows that local government faces a funding gap of some £5.5 billion in 2015/16 increasing to over £10 billion by 2018/19, before shrinking to £9.5 billion by 2019/20. They also note that with social care and waste spending absorbing a rising proportion of the resources available to Councils, funding for other council services will reduce with service reductions starting to account for a higher proportion of savings than efficiencies from 2015/16 onwards.

6. UPDATED MEDIUM TERM FINANCIAL FORECAST

- 6.1 At its meeting on 4th March 2015, the Council approved the ten year financial strategy for the years 2015 – 2025. This showed an initial budget gap of over £10m for 2016/17 comprising a forecast grant reduction of £3m from central government and the need to meet £7m of pressures (net of any new savings proposed). It was also made clear in the Budget Report that any further reductions in public spending would further increase the budget gap and this is indeed the case, as the latest MTFs position factors in further reductions in government grant forecast by the Local Government Association.

Table 3: Forecast MTFs Position 2016/17 to 2020/21

	2016/17	2017/18	2018/19	2019/20	2020/21
	£000	£000	£000	£000	£000
MTFS Budget Gap (March 2015)	10,149	14,087	17,470	20,518	22,274
Public Health Grant reduction	673	673	673	673	673
Further grant reductions	6,013	13,092	15,383	11,234	11,234
Emerging pressures	2,000	2,000	2,000	2,000	2,000
Updated Budget Gap	18,835	29,852	35,526	34,425	36,181
Year on year deficit target	18,835	11,017	5,674	-1,101	1,756

- 6.2 Table 3 is a reminder of the financial strategy for the five years from 2016/17 onwards and has been updated for the following:
- The impact on Peterborough City Council of the Local Government Association's views on future funding (Public Health Grant and general grants to local government) as discussed in section 5 above, and
 - A provisional estimate of the amount of budget needed to meet emerging budget pressures – these are discussed further in 6.4 below.
- 6.3 The Council will therefore need to identify and implement at least £18.8m of savings in 2016/17 to deliver a balanced budget. This forecast assumes a 2% per annum increase in Council Tax from 2016/17 onwards.
- 6.4 Departments are currently modelling the potential financial impacts of a variety of emerging budget pressures arising in the current year and in the new financial year onwards. Initial work has identified some £2 million for 2016/17 onwards; this includes:
- **Changes in legislation:** reduction in income from the sale of power due to the government removing the Climate Change levy, and increased costs of looking after children in care until the age of 25.
 - **Increased demand for the service:** For example: growth in the number of Unaccompanied Asylum Seeking Children needing support after the age of 18, increasing need to undertake Deprivation of Liberty safeguards for adults in care homes, and rise in the use of social care interpreters.
 - **Reduction in government specific grants:** for example: Youth Justice Grant, Care Act Funding Grant, and Special Educational Needs grants.
 - **Local issues:** reduction in rental income arising from a rent review at the largest site within the Council's property portfolio and loss of income from mausoleum units.
- 6.5 This is very likely to change further as estimates are refined and other budget pressures are quantified. In particular, the potentially higher contract costs arising from the introduction of the Living Wage are not yet included in the £2m figure.

7. PROPOSED BUDGET SETTING APPROACH AND TIMETABLE

- 7.1 This section of the report sets out a proposed approach and timetable for the 2016/17 budget setting process that will require Council approval as the proposals are not in line with the Budget and Policy Framework in the Council's Constitution. The Budget and Policy Framework rules are to be reviewed more generally as part of the move to an alternative governance structure and these changes will therefore be approved at a future Council meeting.
- 7.2 It is proposed that the budget process will have two phases for Cabinet to put forward budget proposals for Council approval and will follow the same approach adopted for

last year's budget setting. Given the expected lateness of the Local Government Financial Settlement, this two-phased approach will allow the Council to give the maximum time possible for public consultation on its budget proposals. An additional benefit of this approach is that the early agreement of Phase 1 budget proposals in the December before the start of the new financial year gives Departments more time to implement these proposals, some of which may require long lead in times to achieve successful implementation.

- **Phase 1:** Departments will work on budget options that will contribute towards reducing the budget gap in future financial years. These options will be discussed with Cabinet Members and with the cross party Budget Working Group. Following feedback from Joint Scrutiny and a budget conversation with residents, partner organisations and businesses, Cabinet will recommend the first tranche of budget proposals to a rescheduled Council meeting on 17th December 2015.
- **Phase 2:** Cabinet will recommend further budget proposals to enable Council set a lawful and balanced budget, along with the 2016/17 Council Tax, at its meeting on 9th March 2016. These further budget proposals will again be consulted on during February 2016 to ensure that decisions made reflect community views.

7.3 The proposed timeline for the process is outlined in table 4. This incorporates the two key statutory deadlines the Council must meet during this process namely:

- The Council Tax Support Scheme must be approved by the end of January.
- The budget and Council Tax must be approved by the 11th March.

Table 4: Proposed approach and timetable for the 2016/17 budget setting process

MEETING	CONTENT	DATE
PHASE ONE		
Cabinet	Consider the first tranche of budget proposals including proposals on Council Tax Support Scheme	25 th November 2015
Scrutiny	Formal scrutiny of budget proposals	26 th November 2015
Cabinet	To recommend the first tranche of budget proposals to Council having regard to feedback from Scrutiny and the public	7 th December 2015
Council	Approve the first tranche of budget proposals	17 th December 2015
PHASE TWO		
Cabinet	To recommend the 2016/17 Council Tax Support Scheme to Council having regard to feedback from Scrutiny and the public. To agree the Council Tax base, estimated position on the Collection Fund and the NNDR1 tax base position.	18 th January 2016
Council	Approve the 2016/17 Council Tax Support Scheme	27 th January 2016
Cabinet	Consider the second tranche of budget proposals	8 th February 2016
Scrutiny	Formal scrutiny of budget proposals	10 th February 2016
Cabinet	To recommend the 2016/17 budget and Council Tax to Council having regard to feedback from Scrutiny and the public	29 th February 2016
Council	Approve the 2016/17 budget and Council Tax	9 th March 2016

7.4 This process for setting the 2016/17 budget requires Council approval (to be sought at the Council meeting on 14th October 2015) as it differs from that included in the Council's Constitution. In addition the timetable requires new meetings to be set up for Cabinet, Joint Scrutiny and Council during phase 1 so that the maximum time possible can be given to develop budget proposals and to consult upon them.

- 7.5 In addition Council is asked to note that the budget conversation will begin at the date of the publication of the Cabinet report and prior to the Cabinet meetings on 25th November 2015 and 8th February 2016. Experience has shown through previous budget consultations, that there is more media and public interest generated on the day of dispatch and it is recommended that, in order to get as much feedback as possible and allow sufficient time on the proposals, Council should capture this opportunity (see table 5 below).

Table 5: Budget conversation timetable

Phase	Dates if conversation starts on date of dispatch of cabinet report	Dates if conversation waits until after Cabinet has met and call in period finished
Phase 1	17 th November to 16 th December 2015 (30 days)	1 st December to 16 th December 2015 (16 days)
Phase 2	29 th January to 8 th March 2016 (40 days)	12 th February to 8 th March 2016 (26 days)

- 7.6 The following budget discussions will be held during the two budget conversation phases in order to enable residents, partner organisations, businesses and other interested parties to feedback on budget proposals:
- Staff meetings
 - Discussion with the Trade Unions.
 - Discussion with the business community
 - Borderline Peterborough Local Commissioning Group
 - Peterborough Housing Partnership
 - Greater Peterborough Partnership City Leaders Forum
 - Disability Forum
 - Connect group
 - Schools Forum
 - Parish Councils
 - Peterborough Community Assistance Scheme
 - Youth Council
- 7.7 A hard copy of the budget proposals and the Budget Conversation document will be available in all libraries as well as the Town Hall and Bayard Place reception desks. The Council will also receive responses via an on-line survey on its website. The Budget Conversation will be promoted through local media and through the Council's Facebook and Twitter accounts to encourage as many people as possible to have their say.
- 7.8 The budget will maintain the Council's commitment to deliver the Sustainable Communities Strategy and to meet the needs of the people of our city against the backdrop of the challenging economic times. The budget will be set to deliver the Council's priorities for the coming year as follows:
- Growth, regeneration and economic development to bring new investments and jobs. Supporting people into work and off benefits is vital to the city's economy and to the wellbeing of the people concerned.
 - Improving educational attainment and skills for all children and young people, allowing them to seize the opportunities offered by new jobs and our university provision, thereby keeping their talent and skills in the city.
 - Safeguarding vulnerable children and adults.
 - Pursuing the Environment Capital agenda to position Peterborough as a leading city in environmental matters, including reducing the city's carbon footprint.
 - Supporting the city's culture trust Vivacity to continue to deliver arts and culture.
 - Keeping our communities safe, cohesive and healthy.
 - To achieve the best health and wellbeing for the city.

8. ANTICIPATED OUTCOMES

- 8.1 Following approval by Council on 14th October 2015, CMT will develop budget proposals in order to meet the budget timetable and process proposed in this report.

9. REASONS FOR RECOMMENDATIONS

- 9.1 The Cabinet is responsible for initiating Budget Proposals within the Council's Budget & Policy Framework Procedure Rules. The proposed approach and timetable for the 2016/17 budget setting process contained within this report varies from that contained within the Procedure Rules and Cabinet is being asked to put forward this alternative, two stage process, for Council approval. The two stage process was used last year and was successful in enabling the Council to set a lawful and balanced budget. Another benefit of the two stage approach is that the early agreement of Phase 1 budget proposals in the December before the start of the new financial year gives Departments more time to implement these proposals, some of which may require long lead in times to achieve successful implementation.

10. ALTERNATIVE OPTIONS CONSIDERED

- 10.1 No alternative option has been considered as the Cabinet is responsible under the Constitution for initiating Budget Proposals and the Council is statutorily obliged to set a lawful and balanced budget by 11th March annually.

11. IMPLICATIONS

- 11.1 Elected Members: Members must have regards to the advice of the Section 151 Officer. The Council may take decisions which are at variance with this advice, providing there are reasonable grounds to do so.
- 11.2 Legal Implications: These are considered in the main part of the report.

12. BACKGROUND DOCUMENTS

Council Constitution – Part 3, Section 3 – Executive Functions – Executive Delegations

Council Constitution – Part 4, Section 6 – Budget and Policy Framework Procedure Rules

Local Government Association, 'Future Funding outlook for councils 2019/20', Interim 2015 Update

APPENDIX 1: FORECAST OUTTURN AS AT END JULY

Department	Budget 2015/16 £k	Forecast Outturn 2015/16 £k	Variance 2015/16 £k
CHIEF EXECUTIVE'S DEPARTMENT			
Chief Execs Office	328	328	0
Chief Execs Departmental Support	82	82	0
TOTAL CHIEF EXECUTIVE'S DEPARTMENT	410	410	0
GOVERNANCE			
Director of Governance	340	340	0
Legal & Democratic Servs	3,218	3,196	-22
Human Resources	1,538	1,522	-16
Performance & Information	1,232	1,208	-24
City Servs & Comms - HoS	443	430	-13
City Servs & Comms- Regulatory Servs	334	214	-120
City Servs & Comms- Parking Servs	-2,371	-2,256	115
City Servs & Comms- Communications	270	266	-4
City Servs & Comms- CCTV, Resilience & Health & Safety	515	615	100
City Servs & Comms- Markets, Tourism & Events	150	262	112
TOTAL GOVERNANCE	5,669	5,797	128
GROWTH AND REGENERATION			
Director, OP & JV	697	715	18
Development & Construction	184	126	-58
Sustainable Growth Strategy	1,301	1,249	-52
Peterborough Highway Services	10,234	10,101	-133
TOTAL GROWTH AND REGENERATION	12,416	12,191	-225
PEOPLE AND COMMUNITIES			
Director of People and Communities	738	588	-150
Adult Services	37,229	36,906	-323
Communities	4,565	4,643	78
Children's Services and Safeguarding	24,038	24,275	237
Education	2,546	2,562	16
Business Management & Commercial Ops	549	835	286
TOTAL PEOPLE AND COMMUNITIES	69,665	69,809	144
PUBLIC HEALTH			
Public Health	-455	-455	0
TOTAL PUBLIC HEALTH	-455	-455	0
RESOURCES			
Director's Office	230	230	0
Financial Services	3,310	3,310	0

Department	Budget 2015/16 £k	Forecast Outturn 2015/16 £k	Variance 2015/16 £k
Capital Financing	23,645	22,675	-970
Corporate Items	-5,016	-5,016	0
Peterborough Serco Strategic Partnership	6,984	6,984	0
ICT	4,087	4,087	0
Commercial Group	4,965	4,965	0
Amey Peterborough & Waste Management	11,052	11,202	150
Westcombe Engineering	-24	-24	0
Energy	10	10	0
Vivacity / Cultural Services	2,703	2,703	0
Cemeteries, Cremation & Registrars	-1,182	-1,182	0
Corporate Property	-310	-52	258
Education and People Resources	1,514	1,970	456
TOTAL RESOURCES	51,968	51,862	-106
TOTAL GENERAL FUND	139,673	139,614	-59

APPENDIX 2: EXPLANATION OF KEY VARIANCES

Department - Services	Variance over £100k	Explanation for Variance
GOV - City Servs & Comms- Regulatory Servs	-120	Land charges income is forecast to exceed the budgeted target by £92k. Across regulatory services, spend management work undertaken to review supplies and services budgets and extract savings from these where possible has continued to deliver additional savings.
GOV - City Servs & Comms- Parking Servs	115	Income from car parking is lower than budgeted.
GOV - City Servs & Comms- CCTV, Resilience & Health + Safety	100	The CCTV budget is £73k adverse, due mainly to a continued shortfall in contract income compared to the budgeted level. Income earned by the Health and Safety team is also down (£27k) following changes in Construction (Design & Management) (CDM) regulations.
GOV - City Servs & Comms- Markets, Tourism & Events	112	Rental income from the City Market is £70k lower than the target. Expenditure on events in the city centre is also set to exceed the budget by £37k.
GROWTH - Peterborough Highway Services	-133	This is showing a saving in the budget (on top of the £450k MTFS saving already built into the budget) due to the number of people using the free bus passes being less than anticipated.
PEOPLE - Director of People and Communities	-150	A savings target of £176k has been agreed by the Director of People and Communities. August budgetary control returns will be robustly reviewed and challenged to begin to identify savings to off-set this target.
PEOPLE – Adult Services	-323	Additional Savings initiatives have been identified in Adult Services to offset the underachievement on MTFS Savings targets, these have over delivered by £300k.
PEOPLE - Children's Services and Safeguarding	237	Of the £237k adverse reported £88k relates to the Children Social Care – Travel, panel costs, subscriptions, recruitment costs and final salary payment to the Children Services Director. £134k relates to the Short Breaks units, Manor and Cherry Lodge. The Short Breaks Units have historically received significant income from both Health and Other Local Authorities which has reduced in 2014-15 and 2015-16. A review of Short Breaks provision has recently been commissioned by the Corporate Director People and Communities.

Department - Services	Variance over £100k	Explanation for Variance
PEOPLE – Business Management & Commercial Ops	286	<p>Of the £286k adverse reported £130k relates to Interpretation costs and is based on 2014-15 outturn. The budget for interpretation costs has recently been transferred from Children's Social Care to Commissioning and it is anticipated that the forecast variance will reduce.</p> <p>£80k relates to Passenger Transport for Children Looked After. The prior year saving target applied to this budget has not been achieved</p> <p>£70k relates to High Level Family Support, Commissioned services for Children. This expenditure is part of the preventative strategy to stop Children coming into care.</p>
RESOURCES – Capital Financing	-970	Savings anticipated on interest payments for new debt and that taken last year, and savings on the amounts put aside in order to repay debt as part of the minimum revenue provision (MRP).
RESOURCES – Amey Peterborough & Waste Management	150	The sale of electricity generated by the Energy from Waste facility will no longer be exempt from the Climate Change Levy, following the removal of this exemption for renewably sourced energy announced in the Chancellor's budget. This adversely affects the value of the electricity that can be sold.
RESOURCES – Corporate Property	258	A rent review at the largest site on the Council's property portfolio has resulted in a reduction in income. However a potential further pressure of £1.6m had it not been possible to negotiate a lease has been averted.
RESOURCES – Education & People Resources	456	Of the £456k adverse variance, £400k relates to Home to School Transport budgets. The adverse variance is based on the 2014-15 academic year cohort of pupils in Mainstream and Special Schools. MTFs Savings have not been achieved. The forecast will be revised once the 2015-16 academic year cohort of pupils is in place and all home to school transport contracts have been procured.

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CABINET	AGENDA ITEM No. 7
21 SEPTEMBER 2015	PUBLIC REPORT

Contact Officer:	Gemma George, Democratic Services Manager	Tel. 01733 452268
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OUTCOME OF PETITIONS

R E C O M M E N D A T I O N S	
FROM : Directors	Deadline date : N/A
It is recommended that Cabinet notes the actions taken in respect of petitions.	

1. ORIGIN OF REPORT

- 1.1 This report is submitted following the presentation of petitions to Cabinet at its meeting held on 15 June 2015 and to Council at its meeting held on 15 July 2015.

2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is to update Cabinet on the progress being made in response to petitions.
- 2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.3 – ‘To take a leading role in promoting the economic, environmental and social well-being of the area’.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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4. OUTCOME OF PETITIONS

Presented to Cabinet – 15 June 2015

4.1 **Petition relating to noise pollution being created by Peterborough Regional College**

This petition was presented to Cabinet on 15 June 2015 by Councillor John Peach on behalf of local residents in the vicinity of Peterborough Regional College. The petition objected to the noise pollution being created by Peterborough Regional College and sought exploration into the number of events being held at the college and also the provision of an alcohol licence, as residents did not believe that they had been consulted prior to its issue.

The Council’s Licensing Regulatory Officer, in consultation with Noise Pollution Officers, responded to the lead petitioner and Councillor Peach stating that the main issues appeared to relate to alleged loud noise emanating from music functions held in the main hall.

It was confirmed that no previous complaints had been received regarding noise emanating from the college and further information regarding dates and times of events which had caused issue were sought from those residents who had signed the petition.

It was further confirmed that the alcohol licence issued to the College had been correctly advertised at the time of application and no objections had been received. A minor variation to the licence had been applied for in 2013, and again, this had been correctly advertised and no objections had been received.

There had been no specific times or dates provided back to the Council's Licensing Regulatory Officer from the petitioners and it was further advised to Councillor Peach that the Licensing Regulatory Officer would visit the College, alongside a Noise Pollution Officer, in order to make the College aware of local resident's concerns.

4.2 Petition relating to the creation of car parking spaces for residents of Wild Lake, Orton Malbourne

This petition was presented to Cabinet on 15 June 2015 by Councillor Graham Casey on behalf of residents of Wildlake, Orton Malbourne. The petition requested that more car parking spaces be created for the residents of Wildlake, as the parking was no longer adequate for the area due to an increase in vehicle numbers in the last few years. It advised that more spaces could be created by removing unnecessary large areas of shrubs and unused grass areas.

The Council's Head of Planning and Highway Services responded to the lead petitioner and Councillor Casey stating that whilst the Council did not have a statutory obligation to provide parking, it was acutely aware of the pressure on parking throughout many areas of the city.

At the location in question, the road and footways were the responsibility of the Highways Department, however parking areas and landscaped areas fell under the Council's Strategic Resources Department. Any conversion of such landscaped areas would therefore fall under the remit of Strategic Resources. The costs of undertaking such work would be significant and in these times of challenging service budgetary pressures for the authority, the Council was unable to undertake works of this nature. The Council would however continue to work with communities with the resources it had available.

Presented to Council – 15 July 2015

4.3 Petition relating to the Reduction of the Speed Limit in Eyrescroft, Bretton, from 30mph to 20mph

This petition was presented to Council on 15 July 2015 by Mr David Thomas on behalf of residents of Eyrescroft. The petition requested that the Council look to introduce a 20mph speed limit in Eyrescroft, Bretton. The petition was further supported by Councillor Stuart Martin.

The Council's Head of Peterborough Highway Services responded to the petition stating that at its meeting on 17 April 2013, Council had called upon the Sustainable Growth and Environment Capital Scrutiny Committee to investigate the benefits of extending 20mph signed speed limits throughout all residential areas in the Peterborough District and to present proposals to Cabinet.

A cross party task and finish group investigated the impact of 20mph speed limits in residential areas and reported its findings and recommendations to the Sustainable Growth and Environment Capital Scrutiny Committee on 20 January 2014. The recommendations of the report were then considered by Cabinet on 28 July 2014 at which time Cabinet resolved:

1. To await authorities to publicise impacts of 20mph speed limits;
2. To undertake a public consultation, alongside the Budget consultation, to gain views of residents on 20mph speed limits; and
3. To agree to support any Parish Council wishing to implement 20mph speed limits, utilising its own budget to do so.

As Eyrescroft fell within the area covered by Bretton Parish Council, point three above would apply in this instance. The extent of the funding required to implement such a speed limit would need to cover the full costs of following items:

- Initial speed survey;
- Publication and consultation of Traffic Order;
- Implementation of 20mph signs; and
- Follow up speed survey (to determine the impacts of the 20mph limit).

An initial estimate of the costs required would be in the region of £2,000 - £3,000, but this could be refined if the Parish Council wished to progress the matter forward.

4.4 Petition relating to Maintaining the aims of the Itter Park Management Plan 2013-2018

This petition was presented to Council on 15 July 2015 by Councillor Jonas Yonga on behalf of local residents. The petition requested that the Council maintain the aims of the Itter Park Management Plan 2013-2018 and keep the park up to the green standard which it achieved in 2007.

The Amey Partnership Manager responded to the lead petitioner and Councillor Yonga stating that it had been agreed to implement a 20% reduction in the maintenance of parks and cemeteries as part of the 2014 / 15 budget and this had been applied across all sites in Peterborough.

Itter Park was being maintained using a satellite team, who tended to all horticultural works within the park. The bins were being emptied three times per week and the park was litter picked twice weekly.

When the satellite team attended the park, they challenged any misuse of the park and its onsite sport facilities to ensure they were being used for the correct purposes.

Work was being undertaken closely with the Friends of Itter Park in order to try and address any concerns, the main one being Anti-Social Behaviour (ASB), which was not only occurring within the park.

Productive discussions had led to the securing of some facilities for Police Community Support Officer (PCSO) staff to utilise the old attendants hut during the evenings in order to try and reduce ASB as much as possible.

It was further advised that the Park had once again been given Green Flag Status, with several positive comments received from the judges.

5. REASONS FOR RECOMMENDATIONS

- 5.1 As the petitions presented in this report have been dealt with by Cabinet Members or officers, it is appropriate that the action taken is reported to Cabinet, prior to it being included within the Executive's report to Council.

6. ALTERNATIVE OPTIONS CONSIDERED

- 6.1 There have been no alternative options considered.

7. LEGAL IMPLICATIONS

7.1 There are no legal implications.

8. BACKGROUND DOCUMENTS

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

8.1 Petitions presented to Council and Cabinet and responses from officers.