

## GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE

WEDNESDAY 8 JANUARY 2020  
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 Meetings held on:**
  - 3.1 **6 November 2019 - Growth, Environment and Resources Scrutiny Committee** 3 - 12
  - 3.2 **18 December 2019 - Joint Scrutiny of the Budget** 13 - 34
4. **Call In of any Cabinet, Cabinet Member or Key Officer Decision**

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 the relevant Scrutiny Committee. If a request for call-in of a decision is received, implementation of the decision remains suspended for consideration by the relevant Scrutiny Committee.



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5.	<b>Portfolio Progress Report - Cabinet Member for Waste, Street Scene and the Environment</b>	<b>35 - 44</b>
6.	<b>Report of the Task and Finish Group to Inform the Development of an Air Quality Ambition Statement and Action Plan</b>	<b>45 - 100</b>
7.	<b>Monitoring Scrutiny Recommendations</b>	<b>101 - 104</b>
8.	<b>Forward Plan of Executive Decisions</b>	<b>105 - 152</b>
9.	<b>Work Programme 2019/2020</b>	<b>153 - 160</b>
10.	<b>Date of Next Meeting</b>	

12 February 2020 – Joint Scrutiny of the Budget

11 March 2020 – Growth, Environment and Resources Scrutiny Committee

#### **Emergency Evacuation Procedure – Outside Normal Office Hours**

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#### **Committee Members:**

Councillors: C Harper (Chairman), K. Aitken, R. Brown, C. Burbage, G. Casey (Vice Chairman), A. Ellis, J A Fox, J Howard, H. Skibsted, C. Wiggin and I. Yasin  
 Co-opted Member: Parish Councillor Keith Lievesley

Substitutes: Councillors: J. Goodwin, S. Qayyum and N. Sandford

Further information about this meeting can be obtained from David Beauchamp on telephone 01733 384628 or by email – david.beauchamp@peterborough.gov.uk.

**MINUTES OF THE GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY  
COMMITTEE MEETING  
HELD AT 7PM ON  
WEDNESDAY, 6 NOVEMBER 2019  
BOURGES / VIERSEN ROOM, TOWN HALL, PETERBOROUGH**

**Committee Members Present:** Councillors C. Harper (Chairman), K. Aitken, R. Brown, C. Burbage, G. Casey (Vice-Chairman), A. Ellis, Judy Fox, J. Howard, H. Skibsted, C. Wiggin, I Yasin.

**Officers Present:** Steve Cox – Executive Director, Place and Economy  
Andy Tatt – Head of Peterborough Highway Services  
Charlotte Palmer – Group Manager, Transport and Environment  
Mark Sandhu – Head of Customer and Transactional Services  
David Beauchamp – Democratic Services Officer  
Peter Carpenter – Acting Corporate Director, Resources

**Also Present:** Councillor John Fox – Representing the Group Leader of the Werrington First Group  
Councillor David Seaton – Cabinet Member for Finance  
Keith McWilliams – Contract Manager, Skanska  
Mark Bennett – Local Government Partnerships Director, Serco

**22. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Aitken and Parish Councillor Keith Lievesley (Co-opted Member)

**23. DECLARATIONS OF INTEREST AND WHIPPING DECLARATIONS**

Agenda Item 7 – Serco Annual Report 2018/19

Councillor C. Burbage declared a statutory interest due to his employer having a contractual relationship with Serco and elected to leave the room for discussion of this item.

**24. MINUTES OF THE GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY  
COMMITTEE MEETING HELD ON 10 SEPTEMBER 2019**

The minutes of the meeting held on 10 September 2019 were UNANIMOUSLY agreed as a true and accurate record.

**25. CALL IN OF ANY CABINET, CABINET MEMBER OR KEY OFFICER DECISIONS**

There were no requests for call-in to consider.

## **26. SKANSKA ANNUAL REPORT 2018/19**

The report was introduced by the Head of Peterborough Highway Services, the Group Manager – Transport and Environment and the Contract Manager – Skanska. The report allowed members of the Committee to review and scrutinise the contractual performance and Key Performance Indicators (KPIs) for the Peterborough Highway Services contract with Skanska.

The Growth, Environment and Resources Scrutiny Committee debated the report and in summary, key points raised and responses to questions included:

- Members asked if Peterborough City Council would be held accountable in the future for footway damage in light of the installation of Fibre Optic cables and reconstruction of footways by CityFibre. Officers responded that becoming a 'Gigabit City' was a positive step for the City of Peterborough and its Growth Agenda. All Council buildings were included in the scheme and it would soon be expanded to more residential areas. Regarding pavement reconstruction, the Council worked in close collaboration with Aragon Direct Services and City Fibre in accordance with the New Roads and Streetworks Act. CityFibre were obligated to re-instate footways to the Council's standards and inspections were carried out to ensure this. Future defects would be the responsibility of the Peterborough City Council.
- Members raised concerns that the City Council and City Fibre were referring complaints to each other and requested greater clarity as to who had ultimate responsibility. Officers apologised for this and stated that they were keen to ensure that CityFibre took responsibility for their works and that their Client Team had been responsive to complaints. Officers encouraged members to refer complaints to the Council to ensure that safety is maintained if the response from CityFibre was not adequate. Once the City Council intervened, they became liable again for pavements.
- Members stated that some complainants had been referred to a sub-contractor of CityFibre when attempting to contact them. Officers responded that this was concerning and would raise this issue with CityFibre if this happened again.
- Members enquired if the Council were monitoring the number of complaints and evaluating the response in order to improve performance. Officers responded that they previously had to exercise control over CityFibre when they were working in the Eastern area of the city. This led to an improvement in CityFibre's performance who were keen to protect their image in the City. A new contractor, with a proven track record, had been appointed whose performance was proving better than the existing contractor.
- Members asked if there was a planned programme of upgrades for footways and cycle ways, noting that many paths were in need of maintenance in residential areas. Officers responded that an annual programme of works was produced for the financial year to follow, which was signed off by Central Government. Specific safety issues with paths were fixed in 24hrs, 7 days on 28 days depending on their severity. Highways inspectors inspected every street with inspections taking place annually in residential areas. Streets were scored from 1 to 5. This data was input into a management system with 'condition data surveys' which helped to create the maintenance programme.
- Budget pressures meant that ad hoc maintenance only took place on pathways when required to maintain safety. The focus was instead on undertaking longer-term maintenance on entire sections of path.

- It was not always advisable to repair the 'worst first'. Not conducting preventative maintenance on moderately deteriorated pavements could result in increased costs in the future. Officers encouraged members to contact them regarding concerns about specific pavements.
- Members enquired if winter footpath treatment could be deployed in suburban shopping centres as well as the City Centre. Officers responded that Peterborough City Council were not responsible for privately owned shopping centres, only public highways although footbridges and subways were also gritted. Suburban Central Business Districts were gritted by Aragon Direct Services. The Winter Service Plan could not include extensive gritting off pathways but grit bins had been provided from 2010/2011 onwards.
- Members requested further information on Electric Vehicle charging points in Peterborough and where they were located. Officers responded that details of E.V. charging points could be found in the report. There were currently 42 public charging points in the city, 9 of which had rapid charging capability. Some charging points were not owned by the council but were still publically accessible. The increased use of zero-emissions vehicles in the city necessitated an increase in the number of charging points. Work was underway to provide chargers for taxi and private hire drivers in the most convenient locations for them.
- Charging points could be installed for a standardised price. Connecting these chargers to the national grid was more expensive however. For example, a new sub-station has been installed in the Riverside Car Park to support rapid chargers.
- Officers were investigating the installation of chargers in residential areas with no off-street parking.
- It was important to identify the issues that discouraged people from switching to electric vehicles and address these issues accordingly.
- Support was provided to local businesses via grants to install charging equipment at places of work.
- Members asked for a comparison of the performance of the 'Dragon Patcher' vs. more conventional methods of pothole repair. Officers responded that the Dragon Patcher was a good tool but not necessarily suitable for all situations. The Dragon Patcher prevented new potholes from forming as well as fixing the potholes. The use of Dragon Patchers reduces the need for manual handling and the use of jackhammers.
- A patch should not come out of a pothole but when this does occur it could be for several reasons such as it being located on a junction that experiences heavy traffic flow. It may be that conventional patching would still be required in these areas.
- The 'Dragon Patcher' was still relatively new and still being trialled. Skanska were trying to use it as extensively as possible. It was not used on 'A' Roads but was recently used in an industrial area for the first time. Weather conditions could affect the workmanship and longevity of roads patched with the 'Dragon'.
- A challenge for Councils using the Patcher was the high level of initial capital expenditure required. The Patcher was currently provided via a memorandum of understanding whereas some local authorities had decided to buy them themselves.
- Members asked if they could receive a schedule of inspections for pathways. It was agreed that these would be provided on a case-by-case basis to members upon request.
- Members asked if there was a way in which that councillors could contribute to negotiations with CityFibre, as residents were expecting them to take action to address their concerns regarding the quality of reconstructed pavements. Officers responded that they appreciated the problems and would engage with ward councillors. Officers encouraged members to send photographs of any issues with pavements to Highway Services

## **ACTIONS AGREED**

The Growth, Environment and Resources Scrutiny Committee reviewed and commented on the report and asked that schedules of inspections for pathways be provided for individual Members upon request.

### **27. PORTFOLIO PROGRESS REPORT FROM THE CABINET MEMBER FOR STRATEGIC PLANNING AND COMMERCIAL STRATEGY AND INVESTMENTS**

The report was introduced by the Head of Peterborough Highway Services, the Group Manager – Transport and Environment, the Head of Planning and the Executive Director – Place and Economy. The report updated the Committee on the progress of items under the responsibility of the Cabinet Member for Strategic Planning and Commercial Strategy and Investments.

The Growth, Environment and Resources Scrutiny Committee debated the report and in summary, key points raised and responses to questions included:

- It was noted the bullet point regarding the ‘fire damaged Toys R Us’ on page 60 of the reports pack should have been located under the ‘Employment’ heading, not ‘Leisure’.
- Members raised issues regarding disabled access from the station to Queensgate and on to the town centre. Officers responded that signage was in place to direct people from the station to the City Centre. New at-grade crossings had been installed on Bourges Boulevard with help from the Royal National Institute for the Blind (RNIB) which took into account the requirements of the future North Westgate development. Work with RNIB to set up ‘beacons’ from the railway stations to the RNIB offices to seek help with navigating the city centre had been delayed due to difficulties getting permission from building owners. These were now in place and would help to provide guidance for blind people and would ideally include Queensgate.
- Members requested that Officers liaise with Brian Tyler of Disability Forum regarding improvements to disabled access between the station, Queensgate and the Town Centre.
- Officers stated that the Station Quarter’s role as a gateway to the city was important and could be improved upon. The North Westgate’s development’s job opportunities, parking, residential development and the improved connection between the Station and the Town Centre, would be closely aligned with the requirement for disabled accessibility.
- If the City Council was successful in winning the £25m grant under the ‘New Town’s Fund’, it would be for the Council to propose how this money was spent in consultation with residents. The focus of the fund was on regeneration, culture, enterprise, skills, bringing people together and engaging communities. Details of the consultation would be released shortly.
- Members referred to page 64 of the reports pack, praised the success of the Bikeability Scheme thus far and asked for information on how the Bikeability Scheme would be funded in the future and how many students would benefit in light of the Council’s Declaration of a Climate Emergency. Officers responded that funding for the scheme had been confirmed by Central Government although for the exact amount could not be recalled. There was a limit to how much of this

money the Council could apply for. It would be for the City Council to suggest how many pupils could be successfully put through the scheme and efforts would be made to encourage pupils to sign up. Insufficient data was available to draw conclusions on the demographics of pupils signing up but officers acknowledged the importance of addressing any gaps. Bikeability enabled children develop confidence and independent as well as develop a life - skill. The Council were also investigating whether the scheme could be offered to home-schooled pupils. The Bikeability Scheme was closely aligned with the Council's aspirations for increased active travel and there were with colleagues working on road safety matters.

- Members referred to the award-winning repair scheme to Nene Bridge on page 64 in the reports pack and asked for the status of repairs on the remaining 2 piers. Officers responded that repairs to the remaining piers were planned for the next financial year as they were on the other side of the River Nene and part of a separate operation.
- Officers had calculated the replacement cost of the bridge if the renewal work had not taken place. The work gave the structure an extra 50 years of life. The Frank Perkins Parkway was part of the Key Route Network and an 'asset management approach' was used to monitor 100 key structures. A principle inspection was carried out every 5-6 years with a more minor one taking place every 1-2 years to identify any issues early.
- It was noted that the Peterborough City Council were finalists in the British Construction Industry Awards and that the Council had also applied for a Green Apple Award for Sustainability for the work on the Nene Bridge.

#### **ACTIONS AGREED:**

The Growth, Environment and Resources Scrutiny Committee **RESOLVED** to

1. Note the report
2. Request that Officers liaise with Brian Tyler of Disability Forum regarding improvements to disabled access between the station, Queensgate and the Town Centre.

#### **28. SERCO ANNUAL REPORT 2018/19**

Councillor C. Burbage left the room at 7:52pm for discussion of this item, following his declaration of a statutory interest.

The report was introduced by the Acting Corporate Director - Resources, the Local Government Partnerships Director – Serco, the Head of Customer and Transactional Services accompanied by the Cabinet Member for Finance. The report allowed the Committee to scrutinise the performance of Serco during 2018/19 and to question both officers of the Council and the Serco Partnerships Director, Mark Bennett on this subject.

The Growth, Environment and Resources Scrutiny Committee debated the report and in summary, key points raised and responses to questions included:

- Members referred to page 73 of the reports pack and asked what measures were place to address the overspend in the Peterborough – Serco Strategic Partnership. Officers responded that the 2018/19 Medium Term Financial Strategy (MTFS) contained a targeted £1m budget reduction to be achieved by the move to Sand Martin House and the use Chromebooks rendering other I.T. equipment redundant.

Although the expenditure was reduced, it was done from 'variable expenditure' instead of 'service director lines' so the budget could not be reduced. This has now been remedied in the Budget Reallocation set out in the September 2019 Budget Monitoring Report. In the 2020/21 financial year, the budgets had been successfully amended.

- Members requested an update on staff mobile phones. The Cabinet Member responded that the cost savings of Agile Working outweighed the costs of issuing mobile phones to all staff. A mobile phone review had now begun to identify phones that were not being used and take them back if appropriate. It was acknowledged that the article on the review published on Insite could have been clearer.
- Officers added that the mobile review had begun with Serco and Council colleagues working closely together on it. A key finding was that many members of staff had a mobile phone used to receive calls only, e.g. the out of hours service. These phones were therefore needed but would not have been recorded as having made any outgoing calls.
- Officers stated that staff mobile phone contract had been recently renewed. Phone use by staff would therefore be reviewed due to the need to upgrade phones over time as part of the contract
- Officers understood that Council mobile phones operate on a contract model based on the corporate volume of calls rather than 'pay as you go' but would verify this.
- Members requested that the Acting Corporate Director, Resources, investigates if a 'pay as you go' model could be used to reduce the operating costs of mobile phones issued to staff.
- The Cabinet Member for Finance added that he had initially been concerned about the prospect of closing the cash office, but this had been a success. The Cabinet Member and Officers praised the relationship between the Council and Serco. Officers also praised the rates of business rate collection, the deepening relationship with the Citizens Advice Bureau, 'pre-work' undertaken with customers before needing to go to Court and developing a more customer friendly environment.
- Members raised concerns regarding officers being uncontactable due to not redirecting their landlines to mobiles when out of the office. It was agreed that the Head of Customer and Transactional Services liaise with the Service Desk to investigate if there are any problems being caused by members of staff not redirecting their desk phones to their landlines when out of the office
- It was also agreed that the Cabinet Member for Finance to work with the Acting Corporate Director of Resources and the Head of Customer and Transactional Services to post a reminder to staff on Insite of the importance of redirecting desk phones to mobiles when out of the office.
- Members felt that it was important for the committee to praise well-delivered services as well as identify problems.
- Officers stated that Serco recognised the challenges the council faces and were looking at different ways of delivering services and delivering a good customer experience

#### **ACTIONS AGREED:**

The Growth, Environment and Resources Scrutiny Committee **RESOLVED** to

1. Review and Comment on this report
2. Request that the Acting Corporate Director, Resources, investigates if a 'pay as you go' model could be used to reduce the operating costs of mobile phones issued to staff. .



3. Request that the Head of Customer and Transactional Services liaise with the Service Desk to investigate if there are any problems being caused by members of staff not redirecting their desk phones to their landlines when out of the office
4. Request that the Cabinet Member for Finance to work with the Acting Corporate Director of Resources and the Head of Customer and Transactional Services to post a reminder to staff on Insite of the importance of redirecting desk phones to mobiles when out of the office.

## **29. PORTFOLIO PROGRESS REPORT FROM THE CABINET MEMBER FOR FINANCE**

Councillor C. Burbage re-entered the meeting room at 8.08pm

The report was introduced by the Cabinet Member for Finance, accompanied by the Acting Corporate Director, Resources which updated the Scrutiny Committee on the progress of items under the responsibility of the Cabinet Member for Finance.

The Growth, Environment and Resources Scrutiny Committee debated the report and in summary, key points raised and responses to questions included:

- Members enquired about the process for the 2020/21 Budget. The Cabinet Member responded that the delay caused by the general election would allow Members to have more time to scrutinise the Budget. For the first time, the public consultation would finish before Joint Scrutiny of the Budget.
- There will still be two phases to the Budget, with Phase 1 being approved in January and Phase 2 being approved in March.
- Officers stated that it was possible that the Government's financial settlement might be known by the end of the consultation. This could be announced between December and January, although the impact of not having this information was less for unitary authorities compared with two-tier areas due to issues they face with regards to Council tax. Depending on the timing of the Government settlement, Council Tax bills could be sent out towards the end of April to allow one month's notice. Some budget items might be subject to a two-week delay although many could be worked on in the meantime. Proposals relating to staff might take longer e.g. proposals affecting staffing and Serco which might require a full three months consultation.
- Members commented that the revenue support grant had been cut by 80% since 2010 and felt that Local Government funding was inadequate.
- Members raised concerns over the £33m debt levels and the possibilities of redundancies.
- Although there was a proposed cut to Youth Services provision, Peterborough City Council would retain a budget for this service when many other local authorities had withdrawn it entirely.
- Members asked for more information on funding for consultancy work undertaken by Grant Thornton. The Cabinet Member responded that contracts were complex and lengthy (e.g. 13 volumes for Serco) and reviewing them required specialist staff that the council no longer employed. Around £14-15m of savings had been identified with minimal service cuts.
- Officers added that Grant Thornton provided a useful external perspective and provided benchmarked data from other local authorities to assess the Council's performance to ensure value for money was being delivered. Like most other Councils, over 60% Councils turnover was from contracts, e.g. Skanska and Peterborough Limited and ensuring value for money from them was important. Grant Thornton provided a more commercial viewpoint to drive down the cost

of contracted services. The Council had previously not been able to challenge costs as they should have been.

- The Cabinet Member stated that although there have been some cuts to services, majority of Councils have been able to cope with reduced expenditure and delivered services with less money. Peterborough had the eighth lowest Council Tax levels in the country, meaning that a typical household were one band lower than they would be elsewhere on average. It could therefore be argued that Peterborough residents are better off.
- Members challenged the assertion that Peterborough residents were better off, citing the proposed budget cuts and the Council's debt levels which had not been adequately addressed. Members that felt that the City Council could still have managed these challenges differently, despite the cuts in central Government funding. The Labour group would put forward ideas for the Council's budget. Concern was expressed about the level of expenditure on consultants and that there was more to setting the Budget than contract management, despite the assertion that the Council did not have sufficient in-house expertise. The Cabinet Member responded that there was a cross-party Budget working group, with opportunities provided to ask questions but the Labour Group did not take part in it.
- Members stated that the Labour group did not take part in the working group because they felt that they were not able to get the answers they sought from it and were not able to consult with other group members and it was therefore not fit for purpose.
- Members emphasised the importance of appointing the right members to the budget working group.

#### **ACTIONS AGREED:**

The Growth, Environment and Resources Scrutiny Committee **RESOLVED** to note the contents of the report.

### **30. GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE MEETING START TIME 2020/2021**

The report was introduced by the Chairman which allowed the Committee to discuss and agree the start times for its meetings from the beginning of the Municipal Year 2020-21.

Councillor Harper, seconded by Councillor Ellis proposed the Growth, Environment and Resources Scrutiny Committee continue to meet at 7pm. This was agreed UNANIMOUSLY.

Members commented that next year's committee might have preferred a different time. It was noted that the meetings schedule had to set in advance.

#### **ACTIONS AGREED**

The Growth, Environment and Resources Scrutiny Committee **RESOLVED** to commence meetings at 7pm in the 2020/21 Municipal Year.

### **30. MONITORING SCRUTINY RECOMMENDATIONS**

The Democratic Services Officer introduced the report which enabled the committee to monitor and track the progress of recommendations made to the Executive or Officers at previous meetings.

There were no comments by Members.

### **ACTIONS AGREED**

The Adults and Communities Scrutiny Committee considered the report and **RESOLVED** to note the responses from Cabinet Members and Officers to recommendations made at previous meetings as attached in Appendix 1 to the report.

## **31. FORWARD PLAN OF EXECUTIVE DECISIONS**

The Democratic Services Officer introduced the report which invited members to consider the most recent version of the Forward Plan of Executive Decisions and identify any relevant items for inclusion within the Committee's work programme or to request further information.

In response to a member's query, the Democratic Services Officer clarified that the recommendations of the Task and Finish Group to review fly-tipping had been adopted by Cabinet in full and that this Committee would receive 6 and 12-monthly reports on the implementation of the Group's recommendations and these were on the work programme.

### **ACTIONS AGREED:**

The Growth, Environment and Resources Scrutiny Committee **RESOLVED** to consider the current Forward Plan of Executive decisions.

## **32. WORK PROGRAMME 2019/20**

The Democratic Services Officer introduced the item which gave members the opportunity to consider the Committee's Work Programme for 2019/20 and discuss possible items for inclusion.

In relation to the fly-tipping working group proposals, it was noted that commercial vehicles would be allowed 10-12 visits to the Household Recycling Centre. If they used the site excessively, they would be classified as a commercial user. This an area the Committee could review in the future

Members expressed concern that they had not been aware of changes being made as a result of the Task and Finish Group's recommendations, e.g. updated signage at the HRC.

The future work programme would be discussed in more detail at the next Group Representatives Meeting.

Council Ellis requested additional information on the Climate Emergency working group and whether it would report to this committee. It was agreed that the Democratic

Services Officer would provide additional information to the members concerned after the meeting.

The Chairman added that he was keen to have less items on the work programme in order to scrutinise the remaining items more effectively, with three reports per meeting being an ideal level. There were also concerns that reports were too long and he would therefore aim for Group Representatives meeting to be used to provide a steer to officers on what members would like to see in the report.

### **ACTIONS AGREED**

The committee noted the work programme for 2019/20 and it was agreed that the Democratic Services Officer would provide additional information regarding the Climate Emergency Working group to the Member requesting it.

### **33. DATE OF NEXT MEETING**

18 December 2019 – Joint Scrutiny of the Budget

8 January 2020 – Growth, Environment and Resources Scrutiny Committee

Chairman  
7.00pm– 8.39pm

**MINUTES OF THE JOINT SCRUTINY COMMITTEE MEETING  
HELD AT 6.00PM ON  
18 DECEMBER 2019  
IN THE COUNCIL CHAMBER, TOWN HALL PETERBOROUGH**

**Committee Members Present:** Councillors C. Harper (Chairman), K. Aitken, R. Bisby, S. Bond, R. Brown, C. Burbage, G. Casey, L Coles, N. Day, A. Dowson, A. Ellis, John Fox, Judy Fox, T. Haynes, J. Howard, J. Howell, Amjad Iqbal, M. Jamil, Azher Iqbal, Joseph, D. Jones, E. Murphy, D. Over, S. Qayyum, L. Robinson, B. Rush, N. Sandford, N. Simons, H. Skibsted, S. Warren and I. Yasin.

Councillor S. Nawaz – Group Leader, Labour

Co-opted Members: Parish Councillors Lievesley, Boyce and Bhatti.

**Also Present:** Councillor Holdich, Leader of the Council and Member of the Cambridgeshire and Peterborough Combined Authority  
Councillor Fitzgerald, Deputy Leader and Cabinet Member for Adult Social Care, Health and Public Health  
Councillor Ayres, Cabinet Member for Children’s Services and Education, Skills and University  
Councillor Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments  
Councillor Seaton, Cabinet Member for Finance  
Councillor Walsh, Cabinet Member for Communities  
Councillor Allen, Cabinet Member for Housing, Culture and Recreation  
Councillor Farooq, Cabinet Member for Digital Services and Transformation  
Councillor Cereste, Cabinet Member for Waste, Street Scene and Environment  
Councillor Bashir Cabinet Advisor for Children’s Services

**Officers Present:** Gillian Beasley, Chief Executive  
Peter Carpenter, Acting Corporate Director, Resources  
Wendi Ogle-Welbourn, Executive Director, People and Communities, Cambridgeshire and Peterborough Councils  
Fiona McMillan, Director of Law and Governance  
Dr Liz Robin, Director of Public Health  
Steve Cox, Executive Director for Place and Economy  
Adrian Chapman, Service Director, Communities and Safety  
Lou Williams, Service Director, Children Services & Safeguarding  
Jonathan Lewis, Service Director, Education

Will Patten, Service Director Commissioning Cambridgeshire and Peterborough City Council  
Amanda Askham, Director of Business Improvement and Development  
Chris Stromberg, Head of IT – Peterborough and Cambridgeshire  
Jane Webb, Senior Democratic Services Officer  
David Beauchamp, Democratic Services Officer

## **1. APPOINTMENT OF CHAIRMAN**

The Senior Democratic Services Officer opened the meeting and advised the Committee that in accordance with *Part 4, Section 8 – Scrutiny Committee Procedure Rules, section 13, Joint Meetings of Scrutiny Committees* a Chairman would be required to be appointed from among the Chairmen of the Committees who were holding the meeting. Nominations were sought from those Chairmen present who were Councillor Simons, Chairman of the Adults and Communities Scrutiny Committee, Councillor Aitken, Chairman of the Health Scrutiny Committee and Councillor Harper, Chairman of the Growth, Environment and Resources Scrutiny Committee. Councillor Harper was nominated by Councillor Bisby and seconded by Councillor Aitken. There being no further nominations, Councillor Harper was appointed Chairman of this committee.

The Chairman welcomed everyone present and explained that the purpose of the meeting was to provide an opportunity for all members of each Scrutiny Committee to scrutinise the Medium Term Financial Strategy, Budget 2020/21 to 2022/23 Tranche One proposal document as part of the formal consultation process before being presented to Cabinet on 20 December 2019 for approval and recommendation to Full Council on 15 January 2020.

## **2. APOLOGIES FOR ABSENCE**

Apologies were received from Councillors Fower, Hemraj, Wiggin, Goodwin, Ali and Barkham and Parish Councillors Lucas, Bull, Watson, Rahemtulla and Kingsley. Apologies were also received from Flavio Vetesse and Peter Cantley, Charlotte Black, Service Director – Adults Services & Safeguarding and Sue Grace, Director of Customer and Digital Services.

Councillors, Azher Iqbal, Amjad Iqbal, Joseph and Murphy were in attendance as substitutes.

## **3. DECLARATIONS OF INTEREST AND WHIPPING DECLARATIONS**

There were no declarations of interest or whipping declarations.

## **4. MEDIUM TERM FINANCIAL STRATEGY (MTFS) 2020/21 - 2022/23 – TRANCHE ONE PROPOSALS**

The Cabinet Member for Finance gave a short introduction to the Budget 2020/21 – 2022/23 Tranche One proposals document as per the Cabinet report dated 4 November 2019 in the agenda.

He advised members this was an important budget. Phase one centred on a sustainable budget consisting of ongoing savings rather than one off savings and phase two would ensure the budget was balanced with adequate reserves remaining in place.

He continued to say, the council faced severe financial challenges, the government grant had been reduced from £55million to £10 million per annum whilst the demand for services had increased significantly. Services to date had not been cut whilst some have been improved during this time. He paid tribute to the contribution made by partners, the voluntary sector, Local Government Association (LGA) and staff in achieving this. He advised that consideration had been given to making council assets work harder, increasing income through commercialisation, ensuring contracts represented good value for money and using automation to make services more efficient. Reviews were underway to ensure resources were being focused in the areas most needed.

Each section of the budget proposals document was then taken in order according to how it was presented in the Budget Book. The relevant Cabinet Member or Corporate Director was given the opportunity to introduce their section of the budget before taking questions from the Committee.

Questions and observations were made around the following areas:

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
<p><b>4. Presentation and Introduction of the Medium Term Financial Strategy Tranche One Proposals Document</b></p> <p>Cabinet report dated 4 November 2019 Page 1 to 31 MTFS 2020/21 to 2022/23 Tranche One Proposals Document</p>	<p>Members sought clarification on the progress of the university and the impact this would have on the budget.</p>	<p>The Cabinet Member for Children’s Services and Education, Skills and the University, advised that work was proceeding to plan. It was anticipated that the preferred higher education partner for the delivery of initial phase would be confirmed in January. The pre-planning application would be submitted in the Spring 2020. The outline business case would move to tender for the construction contract for phase 1 for the multi-use academic building on the Wirrina car park and the final business case would be completed once tenders have been returned. The Combined Authority (CA) had allocated a budget of £20million for phase 1 and were exploring avenues for further funding. Peterborough City Council had provided the land at the Wirina car park which would result in a small reduction in car park spaces and revenue from car parking as a consequence from 2020/21 and additional car parking would need to be investigated to make up the shortfall.</p>
	<p>Councillors asked if there were reserves for unexpected events, such as Northminster car park.</p>	<p>The Cabinet Members for Finance responded that Northminster car park was a sudden and large issue. The recommended level of useable reserves was 5% of gross expenditure which for Peterborough was £20million. The council would move into 2020/21 with reserves of approximately £15million.</p>
	<p>How well placed was the council to proceed with financing the North Westgate Development and when would the work start.</p>	<p>The Leader of the Council advised that a proposal for the station quarter development would be released in January 2020 and discussions were underway</p>



Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
	<p>Was the council in a position to buy out all other landlords of surrounding areas, including Queensgate to complete the North Westgate development?</p>	<p>regarding the development of North Westgate and the compulsory purchase of necessary properties and land. Eight properties had already been purchased of which seven were currently being used for temporary accommodation.</p> <p>Queensgate were partners in the project and there was therefore no need to purchase their share, £15million was allocated in the budget to buy the remaining properties in conjunction with developers Hawksworth which would be sufficient to start the project.</p>
	<p>Members sought clarification that no One Off Savings were required to balance the budget?</p>	<p>The Cabinet Members for Finance confirmed that was the case. Going forward the aim was to proceed with a sustainable budget which minimised the use of One Offs.</p>
	<p>Were there any financial impacts on the existing policies of Climate Change and Fair Tax and if so, how much would that be?</p>	<p>The Cabinet Members for Finance advised that the actual implications would not be known until March. The Acting Corporate Director, Resources advised members a questionnaire would shortly be issued to suppliers regarding supply chains on the issue of Fair Tax.</p>
	<p>How would the £5million budget deficit be met?</p>	<p>The Cabinet Member for Finance assured members this would be included in phase 2.</p>
	<p>Would the savings proposed be met in 2020 and 2021?</p>	<p>The Cabinet Members for Finance advised that the process to date was very robust and had been reviewed by senior officers. Controls and monitoring systems had been set up to monitor individual schemes which allowed mitigating actions to be carried out quickly if required.</p>
	<p>What were the major risks associated with savings items?</p>	<p>The Acting Corporate Director, Resources advised the major risk would be with the operational</p>

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
		model of the council such as contracts with SERCO, HR and other back office services which would affect all staff and councillors.
	The strategy featured a lower level of capital programme, would this be sufficient for the council to deliver its capital requirements?	The Cabinet Members for Finance answered yes. The aim was for a capital programme valued at £80million. The Acting Corporate Director, Resources advised that capital programmes had been rationalised in the last two years in line with what was required to support front line services. Previous programmes were usually around £80million.
	Did the council have adequate reserves for any issues which could occur in 2020 and 2021?	The Cabinet Members for Finance advised that the recommended level for reserves was 5% of gross expenditure, approximately £20million, and there was a vulnerability should the unexpected happened. The Acting Corporate Director, Resources advised that reserves would be further considered in stage 2 and there would be strengthened future audits. Both cabinet member and Officer were confident that the council was in a reasonable financial position.
	Had the budget shortfall, which was £5.5million in June and later increased to £5.8million, changed and if so, what was the new figure.	The Cabinet Member for Finance stated this overspend was in the current year and policies to address the overspend were contained within the report.
	How did the budget fit in with the climate emergency?	The Cabinet Member for Finance stated Item 9 included the carbon impact assessments which had been carried out on every proposal. A report would be due in March 2020 on the climate emergency. The Acting Corporate Director, Resources highlighted that the monitoring report presented to Council in October contained revised budget baselines. The

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
		£5.5million overspend had been reduced to approximately £2million by January 2020.
	Had the School Transport budget considered the new proposed school at Hampton Water?	This was answered in item 7 of the running order (Appendix C).
	When would the council stop selling assets to meet the budget requirements?	The Cabinet Member for Finance advised there were no 'One-offs' within this budget.
	Members would like a better understanding on the work within urban area communities.	Cabinet Member for Communities and the Service Director, Communities and Safety would be available to answer any questions outside the meeting.
	When would the review on care packages be concluded?	The Cabinet Member for Finance advised this would be part of the consultation document further into the agenda (Appendix C).
	Clarification was sought what processes were in place to ensure the proposed savings would be met.	The Cabinet Member for Finance notified members that control and monitoring processes were in place to track individual schemes which reported on a weekly basis to the Chief Executive and Finance Director.
	Was this working towards a sustainable budget?	The Cabinet Member for Finance felt that it was working towards a sustainable budget and the future years' deficits were in line with the current year. The in-year savings did not rely on 'one-off' Savings. However, statutory services could be unpredictable, one specific child within our area needed £800,000 to £1million per year to provide the specialist care needed for example.
	If the funding assumptions were not achieved, what were the contingency plans for addressing the shortfall in income?	The Cabinet Member for Finance explained that usually the Local Government settlement would have been received at this time of year however due to the General Election, this had been delayed and receipt was not expected until after Christmas. Confirmation of

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
		other government grants was anticipated in January although it was thought unlikely there would be any significant changes to the grants previously announced in October.
	£7.5million had been ring-fenced for improvements within the Can-do area in 2015 which to date had not taken place. Assurance was sought that this fund would be protected.	The Cabinet Member for Finance agreed there was still a capital budget for the Can-do area.
	Were additional resources being made available to address climate change issues?	The Executive Director for Place and Economy explained to members that the carbon impact assessments had provided an indication of the impacts of the savings as set out in the document. More detailed work would be carried out before March.
	How much of the New Towns Fund would be used on wards outside the city?	The Executive Director for Place and Economy advised that the New Towns Fund was a £3.6million fund available which allowed 101 towns to bid for funding up to £25million. The criteria for applications had now been set and the new board was due to meet in the new year to set an investment plan.
The Committee <b>RESOLVED</b> to note this section of the budget.		
<b>5. Appendix A</b> <b>Page 33 to 34</b>  2020/2021 – 2022/23 MTFS Detailed Budget Position-Tranche One	Was the planned expenditure on public health allocated to Peterborough or Peterborough and Cambridgeshire?	The Acting Corporate Director, Resources advised that the budget was for Peterborough City Council and referred only to Peterborough.
The Committee <b>RESOLVED</b> to note this section of the budget.		
<b>6. Appendix B</b> <b>Page 35 to 37</b>  Capital Programme Schemes 2020/21 – 2024/25	There were no questions or comments for this section of the budget.	

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
The Committee <b>RESOLVED</b> to note this section of the budget.		
<p><b>7. Appendix C</b> <b>Page 39 to 74</b></p> <p>Budget Consultation Document including Tranche One Budget Proposal detail starting on page 50</p> <ul style="list-style-type: none"> <li>• Introduction</li> <li>• The Budget Process,</li> <li>• Cabinet Priorities,</li> <li>• The Changing Structure of the Council,</li> <li>• Funding and Council Overall Budget Position,</li> <li>• Phase One Budget Proposals,</li> <li>• Changing Services to Reflect the Council of Today,</li> <li>• Redesign of Services,</li> <li>• Reduction of Provision,</li> <li>• Using Our Assets,</li> <li>• Funding Proposals and Corporate Savings,</li> <li>• Human Resources Implications</li> </ul>	<p>Members asked if the School Transport budget had considered the new proposed school at Hampton Water.</p>	<p>The Service Director, Education replied that school transport was provided in line with the statutory requirements according to the age of the children. The decision to build the Faith School had not yet been made; one of the considerations when making the decision was transport and local access to local pupils. It was not anticipated that there would be a transport cost associated with the proposed new school.</p>
	<p>Had the council's ambition to become the Environment Capital changed to being a leading city in environment matters and if so, why?</p>	<p>The Cabinet Member for Waste, Street Scene and Environment advised members that the council had never claimed to be the environmental capital but that it aspired to be so and that aspiration had not changed.</p>
	<p>Members sought assurance that there would be no impact on safety by diming the streetlights and what part of the allocation to road safety budget was unused?</p>	<p>The Executive Director for Place and Economy explained that there had been no impact on road safety and the difference from the normal level of lighting was difficult to distinguish. Assessments were being conducted on the CO<sup>2</sup> benefits which was thought to be about 165 tonnes.</p>
	<p>How would the effect of the Revised Stay Well in Winter Campaign be monitored?</p>	<p>The Director of Public Health advised this was part of a wider public health project providing information on staying well in cold weather and explained the background to the fund in relation to the £50,000 (<i>given to Citizens Advice Bureau</i>). As the success of the project was difficult to measure and the impact on the Better for Care required outcomes was hard to demonstrate, funding could no</p>

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
		<p>longer be used for that purpose. Alternative measures were put in place to enable people to get advice from other sources and to access grants available for keeping homes warm.</p>
	<p>How would people be signposted to Disability Peterborough and would other agencies provide the same level of support?</p>	<p>The Cabinet Member for Communities explained that Disability Peterborough were unsuccessful in the recent bidding process. The bid was not strong enough to meet the council's criteria as they only offered assistance to those with disabilities rather than also those with learning difficulties. Advice services were available in several forms.</p> <p>The Service Director, Communities and Safety continued and explained their (<i>Disability Peterborough</i>) client base was very narrow and the new approach will reach more people. It was hoped to replicate the model currently in place at City College used for clients with learning disabilities. Councillors expressed an interest in visiting the City College facility.</p> <p>The Service Director, Communities and Safety, to arrange a visit to Peterborough City College for interested members, focussing on services for disabled people.</p>
	<p>Members expressed concern regarding the proposed cuts to the Citizens Advice Bureau (CAB) which was used by a wide range of people including the Council's Trading Standards Team.</p>	<p>The Service Director, Communities and Safety explained to members that the service offered by CAB had not been reviewed for a number of years. The service would need to change should a reduction of this magnitude be applied however the CAB had already implemented online and self-help support. CAB</p>

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
		<p>remained confident that with the refocused funding of £150,000, service could be maintained for targeted Homelessness Prevention Advice and Guidance Service. Alternative sources of funding were being investigated and the Council were in early discussion regarding the potential to relocate to a more convenient building which would have reduced maintenance costs.</p>
	<p>What was the impact on public safety and anti-social behaviour when dimmed streetlights were adjacent to streetlights which were not functioning?            Could the streetlights attached to property owned by Cross Keys Homes, which were on 24 hours a day also be used more efficiently to reduce carbon impact.</p>	<p>The Cabinet Member for Finance advised council that he was confident that Cross Keys Homes paid that bill and it was a matter to be discussed with them. The Executive Director for Place and Economy asked to be advised of any area where the light levels were considered too low and of any streetlights which were found to be out of order. Any visits to check light levels could be arranged outside of this meeting.</p>
	<p>Glue ear was the largest cause of hearing loss in pre-school children, how would this be identified if hearing screening ceased once a child reached school age?            What other means would be in place to identify children with hearing difficulties?</p>	<p>The Director for Public Health explained this was part of a wider set of measures which were being taken in conjunction with the Health Visiting Services. The evidence base for the screening programme was not clear. Cambridgeshire ceased hearing screening on school entry some time ago. The National Screening Committee advice was, that the evidence base for the screening programme was not clear. Now the authority was part of a joint management system with Cambridgeshire and part of a Section 75 Agreement the two services were being aligned. The Service Director, Education advised that other sensory services were available to support</p>

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
		children with Special Educational Needs and Disabilities (SEND). There was a service available for schools to refer children whose hearing was impaired with several units across the city supporting children and parents with hearing difficulties. Referral back into health services was available if required.
	How will the council work with the proposed reduced level of staffing within the council and its partners?	The Acting Corporate Director, Resources advised that the council would be reshaped to deliver services within the financial envelope available. Support would be in place for budget managers and decision makers to ensure that decisions were made quickly. Technology would be used as much as possible. The Cabinet Member for Finance felt there were some good systems in place whose use was not being fully maximised.
	How did the council justify the raise in member car parking costs of over 100%? Why were printer cartridges no longer being provided?	The Cabinet Member for Finance advised this was a proposal and he welcomed any comments.
	If a councillor owned their own mobile device, would the council be able to install their software and monitor or censor the usage of the device? If the council took control of members' devices, members would lose control of their own equipment.	The Cabinet Member for Finance explained that discussions on the use of electronic devices had been delayed due to the General Election and were still to take place with Democratic Services. Other members had raised similar concerns previously.
	Members were disappointed with some of the results from the consultants on budget reductions and asked for consideration to be given to the following:	The Cabinet Member for Finance addressed the concerns raised and advised that paper could be used when dealing with the elderly. Subsidised parking had been previously discussed but



Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
	<p>The payment to SERCO £45,000 for IT support for members</p> <p>The use of a letter in certain situations such as contact with the elderly.</p> <p>The issue of security when members used their own electronic devices.</p> <p>Subsidised parking for members which was in conflict to the council's commitment to climate change.</p>	<p>suggestions for changes to the scheme would be welcomed.</p> <p>There was a broad range of computer literacy amongst councillors and support services were provided to those who had not previously used emails and mobile phones. It was felt this service was no longer required and could be withdrawn.</p>
	<p>Councillors needed to be given adequate support. The potential savings on withdrawing mobile phone provision from councillors would save £15,000 however if councillors paid for the equipment themselves, they should be able to choose what device they had. The increased complexity and variation in equipment would lead to increased expenditure in support costs.</p>	<p>The Cabinet Member for Finance thought this a very good point which had been raised by several councillors and suggested a meeting with the Director of Law and Governance to prepare a briefing note to be shared with all councillors. Changes to the proposal could be made up to presentation at full council.</p> <p>It was agreed that the Cabinet Member for Finance would arrange for a briefing note to be distributed to Members of the Committee providing a more detailed explanation and rationale for the proposals to withdraw the provision of I.T. equipment for Councillors.</p>
	<p>Had subsidised bus passes for members been considered as an alternative to subsidised car parking?</p> <p>Councillor Sandford, seconded by Councillor S. Bond proposed that the Committee should recommend to Cabinet that, in reviewing the support given to Councillors' Car Parking, consideration should be</p>	<p>The Cabinet Member for Finance advised this could be proposed as a recommendation which could then be investigated.</p>

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
	<p>given to the subsidy of public transport as an alternative option.</p> <p>The recommendation was put to the vote (14 in favour, 9 against, 2 Abstentions). The recommendation was therefore agreed.</p>	
	<p>How had the Prevention and Enforcement Service (PES) changed and were service levels affected?</p>	<p>The Cabinet Member for Communities explained that originally some police officers were co-located with the PES team. This was no longer the case however they still jointly responded to neighbourhood challenges. Enforcement of environmental crime had been successful through the contract with Kingdom however this agreement had not been without issues and the city centre was regarded as being the area most targeted. There was a negative public perception of the service and it had been agreed to take the Kingdom contract in house. The budget proposals reset the PES and any budget surplus will be reinvested into the service. The number of enforcement staff would be increased and include a city centre and neighbourhood team. Proposals included a shared CCTV service with Fenland Council.</p>
	<p>Would consistency of care for children be maintained when the changeover in staff from agency to permanent staff takes place?</p>	<p>The Service Director, Children Services &amp; Safeguarding advised there were several agency staff who would be encouraged to become permanent members of staff. An extensive recruitment campaign was also in place.</p>
	<p>Would there be a reduction in the services Vivacity</p>	<p>The Cabinet Member for Housing, Culture and Recreation advised</p>

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
	delivered and the Council's ability to monitor these?	that Vivacity were undergoing a review. The Service Director, Communities and Safety explained that a more collaborative relationship was evolving which would present more beneficial opportunities and the management of this new structure would be under his portfolio. As a result of the new strategic partnership, services would be maintained at their current levels and in some areas improved and diversified.
	More information on the House of Multiple Occupancy (HMO) licences was requested and whether the reduction in anti-social behaviour (ASB) services would have an impact on low level crime.	The Cabinet Member for Communities advised that posts were being removed as the main issues should be dealt with by the police due to the level of criminality and were not for the council to address. Officers would still pick up low-level cases. Police community support officers (PCSOs) were trying to integrate with Parish Councils. The Service Director, Communities and Safety referred to a new definition of HMOs within the agenda and improvements to the council's ability to impose civil sanctions which avoided long and costly traditional prosecutions. Discussions were ongoing regarding Article 4 of the Planning Regulations around the provision of HMOs in new communities. The current selective licensing scheme had significantly improved public safety. This scheme was due to expire in 18 months and the Adults and Communities Scrutiny Committee have asked for a review into extending the scheme.
	With the reduced hospital beds at City Hospital when compared with the previous	The Executive Director, People and Communities, agreed that discharge planning was very

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	<p>hospital and the removal of the Lead Care Practitioner Post, how would long waits for hospital beds be prevented in the future? What measures would be put in place to prevent overly long stays in hospital for the elderly as a result of services such as Lifeline being reduced?</p>	<p>important. The multi discipline team within the hospital was working well and there was no longer the need for a discharge nurse. This was endorsed by the Deputy Leader and Cabinet Member for Adult Social Care, Health and Public Health.</p>
	<p>Would the changes proposed to the Vivacity budget affect proposed future developments such as sports centres?</p>	<p>The Service Director, Communities and Safety confirmed new opportunities could be pursued under the new arrangement with Vivacity and a feasibility study was about to be commissioned into the provision of a sports facility for the North side of the city. He would discuss this outside the meeting with local councillors if required.</p> <p>It was agreed that The Service Director, Communities and Safety would arrange a meeting with Members in the new year regarding the progress of a new sports centre in Werrington.</p>
	<p>Why was the council no longer regularly requesting court orders regarding anti-social behaviour (ASB) and would this change under the new system?</p>	<p>The Service Director, Communities and Safety advised there had been no reduction in the number of cases taken to court and the Council's position was to support others, such as social landlords, in doing so. ASB support would continue to be provided where appropriate and the changes should not affect the number of orders secured.</p>
	<p>Why were fostering and adoption services and the care of children not included in the budget?</p>	<p>The Service Director, Children Services &amp; Safeguarding confirmed that fostering and adoption services were not</p>

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
		included in the budget as although the service provided had changed, there were no savings or other budget implications anticipated within this area.
	What percentage of the service budget would be saved with the proposals on school transport and how will the savings affect contract costs, efficiencies and managing demand? Would the eligibility criteria be changed and impact the number of those who would qualify for school transport?	The Cabinet Member for Finance advised that the savings represented approximately 12.5% of the budget. The Service Director, Education advised that the eligibility criteria would not change as the council was operating in line with the statutory minimum regulations. Independent travel would be promote e.g. the use of public transport, the provision of bikes for children, encouraging the use of different routes and investigating providing places in nearer schools to prevent the need for school transport. The majority of savings would be achieved through contracting. The requirements for school transport varied each year depending on the council's ability to provide suitable school places.
	Had it been assumed the NHS Health checks were no longer needed and why was there an underspend on these services? Will preventative measures continue to be monitored?	The Director of Public Health advised that not everyone entitled to a health check accepted the offer; the uptake was approximately 50% and was insufficient to use the full budget available. There were also other pressures placed on practice staff other than actively seeking out patients for health checks. Greater focus would be given to the outreach services, part of the Integrated Lifestyles Contract, which were targeted to those considered to be most at risk. This change of emphasis was in line with the national review by Public Health England currently in progress on the benefits of health checks.

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
	<p>Could the frequency of street cleaning in the Gladstone Street area be reconsidered and reduced further?</p>	<p>The Cabinet Member for Waste, Street Scene and Environment notified members that all street cleaning requirements were being reviewed and would be adjusted accordingly.</p>
	<p>More detail was requested on the priorities of street cleaning. Could the reduction in response times for fly tipping issues be removed from the budget?</p> <p>Councillor Ellis, seconded by Councillor Murphy, proposed that the Committee should recommend that Cabinet reconsiders the £59,000 savings proposal to increase the non-hazardous fly-tipping removal period.</p> <p>The recommendation was put to the vote (15 in favour, 6 against, 8 Abstentions). The recommendation was therefore agreed.</p>	<p>The Cabinet Member for Waste, Street Scene and Environment explained that the reduction in response times was included to contribute towards savings. The Cabinet Member for Digital Services and Transformation advised there was a statutory requirement to collect fly tipping within 5 – 10 days and collections would continue unchanged in the short term. Other measures were being investigated following the cross-party recommendations.</p>
	<p>What was the council doing to safeguard young people and prevent the vulnerable being exploited should the budget cuts be made to youth services?</p>	<p>The Cabinet Member for Communities replied that funding for youth services from government was not forthcoming and it had been necessary to consider how services could best be delivered. The service was targeting its resources on the areas of most concern and need. Within the targeted youth services, efforts were concentrated on the Youth Offending Services, a statutory function and no cuts would be made to this area. Cuts would also be avoided for The Targeted Youth Support Service Social Workers function (TISS)</p>

Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
		<p>helping children in need. There were many services available for young people that did not rely on council funding and these could be bought together on one platform to facilitate easier access.</p> <p>The Service Director, Communities and Safety reassured members that support for young people who may be at risk of entering into gang type behaviour were not affected. It was hoped to provide small community run services for local people across the area with support from parish councils and community volunteers.</p>
	Was it necessary to use plastic single use crime scene tape around fly tipping?	
	Could the council work together with Cross Keys Homes to see if savings could be made in fly tipping collection by working collaboratively?	The Cabinet Member for Finance advised this had been taken on board.
	Members sought reassurance that youth workers would be adequately trained and have appropriate Disclosure and Barring Service (DBS) checks.	The Service Director, Communities and Safety confirmed youth groups would be supported by suitably trained and qualified people and a comprehensive toolkit had been prepared which included model documents and policies. Young people on the edge of engagement would be attracted to participate by a strong base.
	What percentage of the total budget was the reduction in the Vivacity budget and also the Young People's Service?	The Cabinet Member for Finance confirmed that there remained £1.2million in the Discretionary Youth Services budget and the subsidy for Vivacity was around £2.1million.
	Will the Vivacity subsidy be withdrawn completely? Was	The Cabinet Member for Finance felt that the discussion on Vivacity

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	the council showing big city aspirations but having a small town mentality?	budget cuts and reinvestment of these savings would be an annual discussion. If the individual communities worked together, good facilities for children could be provided, like those in Hampton where there was a youth club and both cricket and basketball clubs for young people. Ward councillors had a role to play to in setting up good facilities within their own communities.
<p>The Committee <b>RESOLVED</b> to note this section of the budget and made the following recommendations:</p> <p><b>RECOMMENDATIONS</b></p> <p>1. The Joint Scrutiny Committee <b>RESOLVED</b> to recommend to Cabinet that, in reviewing the support given to Councillors' Car Parking, consideration should be given to the subsidy of public transport as an alternative option.</p> <p>2. The Joint Scrutiny Committee <b>RESOLVED</b> to recommend that Cabinet reconsiders the £59,000 savings proposal to increase the non-hazardous fly-tipping removal period.</p> <p><b>ACTIONS AGREED</b></p> <p>1. It was agreed that the Cabinet Member for Finance would arrange for a briefing note to be distributed to Members of the Committee providing a more detailed explanation and rationale for the proposals to withdraw the provision of I.T. equipment for Councillors.</p> <p>2. It was agreed that the Service Director, Communities and Safety, to arrange a meeting with Members in the new year regarding the progress of new sports centre in Werrington.</p> <p>3. It was agreed that the Service Director, Communities and Safety, to arrange a visit to Peterborough City College for interested members, focussing on facilities for disabled people.</p>		
<p><b>8. Appendix D</b> <b>Page 75 to 109</b></p> <p>Equality Impact Assessments</p>		There were no questions or recommendations on this item.
The Committee <b>RESOLVED</b> to note this section of the budget.		
<p><b>9. Appendix E</b> <b>Page 111 to 116</b></p>	Councillor Day advised council that a Climate Change Working Group had	



Item / Section of the Budget	Questions / Comment from Members	Response from relevant Cabinet Member / Corporate Director
Carbon Impact Assessments - Draft	been formed and a report was being prepared for release in March.	
	<p>Councillor Murphy, seconded by Councillor Sandford, proposed that the Committee should recommend that Cabinet reviews the budget to determine its effect on tackling the Climate Emergency.</p> <p>The recommendation was agreed unanimously.</p>	This recommendation was accepted by the Cabinet Member for Waste, Street Scene and the Environment.
<p>The Committee <b>RESOLVED</b> to note this section of the budget and make the following recommendation.</p> <p>The Joint Scrutiny of the Budget Committee <b>RESOLVED</b> to recommend that Cabinet reviews the budget to determine its effect on tackling the Climate Emergency.</p>		
<b>10. General Comments, any overall recommendations</b>	Discussion took place on how alternative proposals and suggestions to the budget were received and actioned.	
	What action would be taken to generate income for the city?	<p>The Cabinet Member for Strategic Planning and Commercial Strategy and Investments agreed to be available to any member outside of the meeting regarding the planning, highways and regulatory services that the council currently sold.</p> <p>The Cabinet Member for Finance advised that the council had an income of £72million.</p>
	As one of the first digital cities, the council should be looking to generate new income from these services	The Cabinet Member for Finance agreed with this.
	Could important financial decisions be taken in a better way with Cabinet approving decisions which were taken	The Cabinet Member for Strategic Planning and Commercial Strategy and Investments advised that Northminster car park decision required immediate

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	without time for the usual call-in process, to ensure there were no unseen financial implications?	action due to health and safety concerns.
The Committee <b>RESOLVED</b> to note this section of the budget.		

CHAIRMAN

The meeting began at 6.00pm and ended at 20:41pm

<b>GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE</b>	<b>AGENDA ITEM No. 5</b>
<b>8 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

Report of:	Steve Cox, Executive Director. Place and Economy	
Cabinet Member(s) responsible:	Cllr Marco Cereste - Cabinet Member for Waste, Street Scene and Environment	
Contact Officer(s):	James Collingridge – Head of Environmental Partnerships Richard Pearn – Head of Waste, Resources and Energy Mark Sandu – Operations Director, Peterborough Serco Strategic Partnerships Andrew Lesiw – Managing Director, Westcombe Engineering Charlotte Palmer – Group Manager, Transport and Environment	Tel. (01733) 864736

**PORTFOLIO PROGRESS REPORT - CABINET MEMBER FOR WASTE, STREET SCENE AND THE ENVIRONMENT**

R E C O M M E N D A T I O N S	
<b>FROM: Councillor Cereste</b> Cabinet Member for Waste, Street Scene and the Environment	<b>Deadline date: N/A</b>
It is requested that the Growth, Environment and Resources Scrutiny Committee note the contents of this report.	

**1. ORIGIN OF REPORT**

- 1.1 This report is provided to update the Growth, Environment and Resources Scrutiny Committee on the progress of items under the responsibility of the Cabinet Member for Waste, Street Scene and the Environment.

**2. PURPOSE AND REASON FOR REPORT**

- 2.1 The report is being presented by Cllr Cereste at the request of the Growth, Environment and Resources Scrutiny Committee. The report will provide an overview of all the key portfolio areas. It will also provide an overview of the transfer from Amey Limited to Aragon Direct Services Limited including an overview of current performance.
- 2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference No. Part 3, Section 4 - Overview and Scrutiny Functions, paragraph No. 2.1 Functions determined by Council:
1. City Centre Management
  3. Environmental Capital
  7. Waste Strategy and Management

- 2.3 The Cabinet portfolio for Waste, Street Scene and the Environment covers the following areas: -
- a) Aragon Direct Services Limited
  - b) Cemeteries and Crematoria
  - c) Registrar and Coroner's Service
  - d) Lead on the Council's energy strategy
  - e) Responsible for Westcombe Engineering
  - f) Waste Strategy and Management

- 2.4 The areas under this portfolio cover a breadth of services and contributes to all the priorities in the Sustainable Community Strategy: -
- Creating opportunities – tackling inequalities;
  - Creating strong and supportive communities;
  - Creating the UK's environmental capital; and
  - Delivering substantial and truly sustainable growth

**3. TIMESCALES**

Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If yes, date for Cabinet meeting	N/A
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**4. BACKGROUND AND KEY ISSUES**

**4.1 Aragon Direct Services**

- 4.2 Aragon Direct Services Limited (ADS) has taken on a like for like contract as was previously delivered by Amey Limited (Amey). The transition to ADS started in February 2019 and completed on the 1<sup>st</sup> of May 2019. Staff were TUPE'd from Amey into ADS and this process ran smoothly with PCC and Amey being kept updated by ADS throughout the process.

The current ADS contract delivers a breadth of services including: -

- Street Cleansing
- Waste and Recycling Collections
- Grounds Maintenance and Arboriculture
- Home to School Transport
- Property Maintenance

Back office support is being provided to ADS through current PCC departments and partners and includes support from Procurement, Legal, ICT, and Accounts Payable. HR is being provided by Vero HR and they have an onsite presence which has greatly improved service to ADS employees.

ADS continue to bring on new suppliers. They currently have a core supplier base but are looking to expand this to ensure when quotes are raised PCC are getting competitive rates and that there are the specialist contractors required are already on the system.

- 4.2.1 ADS is overseen by a board of directors including senior Aragon Direct Services officers and PCC Councillors. The board is in place to oversee the running of the company and to have an overarching view on spend and business development.

PCC have fortnightly contractual meetings with the Managing Director of ADS and fortnightly operation meetings with the senior managers of ADS. Ultimately any changes to the governance or structure of ADS including performance will be reported into the Shareholder Cabinet Committee.

The contract is also monitored daily by The Head of Environmental Partnership who is able to use contractual KPI's to ensure ADS are delivering cost effective services.

Growth of the company is key and in pursuit of this ADS have appointed a new Managing Director who commenced her post in September 2019; this role is to look at how we can expand the services that ADS offers and increase third party works resulting in increased external revenue.

#### 4.3 **Overview of Service Areas and Performance**

#### 4.4 **Street Cleansing**

4.4.1 ADS undertake street cleansing throughout the city, they currently empty 1,341 litter bins and 305 dog waste bins and since May 2019 Aragon have already collected 692.13 tonnes of street sweepings.

ADS have now procured a new street washing machine that will continue to work round the City Centre on a cyclical basis to remove stains and combat chewing gum. The new machine works at a higher temperature than the old one so should help to give better results.

Gluttons (these are large electric vacuum machines used for cleaning) continued to be used City wide and have been mobilised with several Parish councils who are now using these through their own lengthsman (single operative with a barrow and brush to cleanse) to supplement street cleansing.

4.4.2 ADS have also been an active member of the 'Discarded Needles Group' meetings, offering advice on the areas of the City where they are finding the most paraphernalia. They have procured new post / wall mounted needle bins that have been installed in hot spot areas across the city. Since installation, they have collected 153 needles from these bins.

They are also liaising with a company to see if sensors can be fitted to these bins which will inform them when they are 80% full. This will mean that bins never overflow and that ADS do not waste time emptying bins that are not being used.

4.4.3 Fly tipping continues to be an issue across the city, ADS are working hard to clear it within the KPI timeframe of 24 hours for hazardous and 48 hours for non-hazardous fly-tipping once this is reported to them. ADS also provided information to the cross-party working group on fly tipping and the areas they found to be Hot Spots. ADS are also working with the PES team to look at the possibility to have a single visit resolution in most cases). A fly tip requires an enforcement officer to attend before it can be removed. However, we are investigating whether ADS operatives can remove any evidence in situ so that fly tip can be removed quicker and completed in one visit for some of the more routine fly tips

The following table demonstrates the fly tip numbers for 2017 /18 and 2018 /19 this shows we have seen a small decrease in numbers : -

	<b>Flytip incidents</b>	<b>Difference</b>	<b>Tonnes of waste</b>	<b>Difference</b>
<b>April - Nov 18</b>	4,126		1,519	
<b>April - Nov 19</b>	3,116	<b>-1,010</b>	965	<b>-554</b>

#### 4.4.4 **RECAP Fly Tipping Group**

SCRAP It Fly Tipping Campaign is a toolset developed by Hertfordshire County Council and provided for Councils to improve the management of the response to Fly Tipping.

An arrangement with all Councils within the Recycling for Cambridgeshire and Peterborough (RECAP) area involving Cambridgeshire County Council and its constituent District Councils and Peterborough City Council, to tackle fly tipping together is gathering pace, with a recent press launch being undertaken in Fenland.

Development of an event for Peterborough involving PCC and ADS officers is underway to highlight the specific issues within Peterborough which are different from the scheme's

implementation in Fenland, as is the case for all of the RECAP partners involved.

#### 4.5 **Waste, Recycling Collection and Waste Treatment**

4.5.1 ADS operate a fortnightly collection of residual and recycling waste from circa 85,000 properties with food waste being collected weekly. Garden waste continues to be a paid for service and we have 21732 subscriptions this year compared to 21437 last year. Residents continue to take up the Direct Debit option with 7847 choosing to pay this way, breaking down the £45.00 charge over 3 payments and making it a recurring subscription for them.

Current recycling rates compared to this point last financial year are shown below. , We are currently slightly down but various campaigns are commencing to drive this rate back up recognising that with each 1% that can be diverted into the correct recycling waste stream, this can save the authority circa £48,000.

April 18 - September 18 = 40.39% Recycled/Composted

April 19 - September 19 = 39.84% Recycled/Composted

4.5.2 The current fleet of Refuse and Recycling vehicles will be coming to the end of its economic life within the next two years. ADS are working with PCC to look at future options for new vehicles which could include electric RCV's. This work is in tandem with waiting on the government's paper on how they would like authorities to collect waste moving forwards as this could have a major impact of the types of vehicles that are procured.

4.5.3 ADS continue to deliver waste services in line with PCC policy that no residual side waste will be picked up and contaminated bins are not collected. However, they are finding that more HMO and social landlords' recycling bins are being contaminated and then left to overflow instead of contamination being removed. Working with Cllr Cereste, they are approaching social landlords to offer a collection service for an annual charge which means we will always clear the bins away rather than the current situation whereby the landlord has to pay a contractor to take each contaminated bin. This should help the landlords but also mean that bins stores and communal areas should not become overflowing which will benefit the tenants.

#### 4.5.4 **Recycling Improvement - Education and Awareness Raising**

The new HRC in Fengate is already recycling more material than the Dogsthorpe site did however the development of the service is not yet complete. Part of the facility is specifically designed to permit the hand sorting of any bags of mixed waste that contain recycling and included within the contract is a role for educating site users as to how to prepare for recycling on site. This will improve residents' next visit, as segregated materials are often quicker to deposit and also allows an opportunity to engage on the wider recycling and environmental message at home.

Members may well have seen some of the good work undertaken through the Council's Christmas and New Year recycling campaign through social media, the press and roadshows which aims to encourage improved participation in existing recycling services. This was formed from a similar campaign being run across Cambridgeshire developed with RECAP partners and tailored to the specific requirements of our residents.

Starting in early 2020 a second approach will commence with targeting of areas where contamination, poor participation or other issues are affecting the recycling performance of the City as a whole. Using information gathered from crews, inspections of collected material and data gathered by the onboard equipment, areas can be identified and communication efforts targeting the key issues can be undertaken in conjunction with Aragon and the Prevention and Enforcement Service.

#### 4.5.5 **HRC**

The HRC in Fengate was featured recently in a BBC Look East story on the publication of national fly tipping statistics. During the period of the data published the situation has worsened a little compared to the previous year. However much positive change had been seen in the reducing volume of local incidents since the opening of the Fengate HRC. This improvement occurred after the 2018-19 financial year period included in the national data and as such will not be available nationally until next year's reports.

A user survey is to be undertaken in the coming months to ascertain usage patterns, identify areas for improvement and development etc.

The site has been performing well in segregating material away from disposal. Performance to end of August 2019 is over 73% of received materials separated for recycling, reuse and composting. This is above the performance achieved at the Dogsthorpe site for the same period was 64%.

#### 4.5.6 **Resources and Waste Strategy - RECAP**

A project is being undertaken across the RECAP Authorities (Cambridgeshire County Council and its constituent District Councils and Peterborough City Council), to develop proposals for waste and recycling collection to allow partners to move services towards ways of working that will align with the developing government Resources and Waste Strategy.

The government strategy, subject to extended ongoing consultation, aims to bring consistency to the materials collected by Councils across the Country to improve the quality and quantity of recycling collected nationally. By working with RECAP partners, funding for this system modelling exercise has been secured from DEFRA and the existing closeness in shared strategy and collection method places us in a position whereby we are able to share learning and adopt common approaches to reduce cost and improve services to residents.

Other provision in the expected policy suite aims to legislate to influence the producers of packaging to simplify its design for improved recycling and to ensure the costs of recycling, and treating non-recyclable packaging, is borne by the producers themselves. This aims to assist Councils in future service design and delivery subject to how this is implemented. The aforementioned modelling work aims where possible to take account of these implications to futureproof developing services.

#### 4.6 **Grounds Maintenance and Arboriculture**

4.6.1 ADS have completed all the city-wide grass cutting for 2019/20 and have commenced shrub cutting. One biodiversity area (Hallfields Lane) suffered from several arson attempts this year which resulted in an additional cost to remove the arising's to stop further arson attempts. PCC and ADS are exploring options for next season to see if there is a more cost effective way of carrying out the cut but also removing the cuttings.

ADS have retained Green Flag status at 4 parks across the city and continue to work with 'friends of' groups to improve park facilities. This also includes working closer with the groups to apply for external funding for improvements and events within the parks.

The new park in Dyson close was opened in May 2019 called Connect Park. This park has been formed using WREN funding and considerable community involvement. The park has a mixture of play equipment and outdoor gym equipment with selected planting. This has been a great asset to the area and has made an area that once suffered from Anti-Social Behaviour a welcoming entrance into the City Centre.

#### 4.7 **Home to School Transport**

4.7.1 ADS currently operate 30 Home to School routes for the City Council. These are both mainstream and SEN. They also operate the Community Link Service that takes residents who cannot use public transport to and from the shops. This continues to be a valued and well utilised service, due to the timings we are also able to utilise Home to School vehicles in between their runs.

Aragon Direct Services are also looking to upskill their staff members as they have seen a lack of skilled PSV drivers in the market for the hours required to cover Home to School routes. As such they are training non PSV drivers and Passenger Assistants to obtain their PSV licence. This will allow greater flexibility in service delivery and offer the resilience needed to cover for sickness etc.

#### 4.8 **Property Maintenance**

4.8.1 ADS offer a Repairs and Maintenance helpdesk function for all PCC properties with a 24 hour on call-service where required. They also ensure that the Council's statutory servicing obligations

on our properties are fulfilled and a 5 yearly condition survey of our estate is conducted.

This is seen as an area of the business that can be further expanded with some schools already signing up to SLA's with ADS. However, we want to expand this further as ADS can offer a complete package with Property, Grounds Maintenance, and Cleaning,

#### 4.9 **Aragon Savings**

4.9.1 As part of the ongoing financial pressures on the authority, ADS have also been looking at potential efficiency saving the ones currently put forwards are part of the budget consultation which is due to conclude in January: -

- Reduction in Street Cleansing in the Gladstone area from having a daily presence throughout the day to a once per day visit to cleanse.
- Reduction in City Centre and wider City Street Washing, to be managed going forwards with a less intense daily regime.
- Move to full FTE's and move away from agency use and do not reemploy a full time Allotments Officer
- Move PCC building condition surveys from a 3 year program to a 5 year program

The current batch of savings aim to achieve recurring savings of £287,000.00

#### 4.10 **City Centre Management**

4.10.1 The Cabinet Member for Waste, Street Scene and Environment has taken over responsibility for the newly formed City Centre board. This new board looks to bring in all services areas that have a direct impact on what happens in the City Centre including, events, enforcement, cleaning and infrastructure.

The aim is to have the new City Centre team to be a 'one stop shop' if there are any issues in the Centre this multi-agency team can ensure they are addressed in a timely manner, also ensuring if any events are put on the appropriate cleansing and enforcement is in place.

It is hoped through the new multi-agency group we will be able to increase footfall into the City Centre and make strategic decisions as a group and not in silo teams, to enable a suit of events to take place and a clean safe environment to visit.

#### 4.11 **Bereavement Services**

4.11.1 The mausoleum project is moving forward, and it is hoped that a supplier will shortly be appointed at which time the works can be scheduled in. A model of the new mausoleum design is to be made available for interested parties to view, and it is our intention to allow them to reserve 'off plan'. The option to reserve will initially be made to the families that are currently on our waiting list and then to the general public.

4.11.2 The chapel has been refurbished and a new carpet has been put in place. The Wesley Music system that provides our chapel music, Visual Tributes, Web Cast and Audio/Visual recordings is currently being updated as technology has improved since first purchasing the equipment.

4.11.3 The Green Flag has once again been awarded to the Crematorium, indicating the high standards that are maintained within the grounds. The service has also retained the highest possible 'Gold Standard' award as assessed by the Charter for the Bereaved for both Cemeteries and the Crematorium.

4.11.4 Finally, two long standing valued colleagues will be retiring in May 2020 and work is underway to ensure a smooth transition when these staff members will be replaced. Crematorium Supervisor; Alan Douglas will be leaving after over 20 years' service and Cemeteries Supervisor; Steve Tyler will be leaving after 40 years' service. Our thanks go to both for their loyalty and excellent service throughout this period.

#### 4.12 **Register Office**

4.12.1 The European Union Settlement Scheme service began at the Register Office on 09 April 2019. Appointments are offered one day a week and 150 have been completed to date at a fee of £14 per person. This service offers support to the E.U. citizens to apply for settled status by helping them use the mobile phone app to verify and scan identity documents to the Home Office.

4.12.2 Following the submission in April of the Peterborough Annual Performance report for 2018/19,



General Register Office have noted the good level of service achieved by Peterborough and that they are working well against KPIs and national standards. The national target of 98% for timely registrations of births has been exceeded at 99%. Appointment availability is at 100% which exceeds the national target of 95%. Customer satisfaction levels are high as is the assurance provided in relation to the Public Protection and Counter Fraud framework.

4.12.3 The **Civil Partnerships (Opposite Sex Couples) Regulations 2019** came into force on 02 December 2019. This act extends eligibility for forming civil partnerships to opposite sex couples. Peterborough Register Office have one ceremony booked so far. The impact of these new regulations and the anticipated take up by couples is difficult to measure at this stage.

4.12.4 The Civil Partnerships, Marriages and Deaths (Registration) Act has successfully completed its passage through parliament and will modernise how marriages are registered through the introduction of electronic registration. The electronic register will be a more secure and more efficient system for keeping marriage records. It will also allow for the names of both parents of the couple to be included in the marriage entry. This new Act will bring about the most significant changes in marriage since 1837. Date for implementation has not yet been agreed.

4.12.5 Following consultation in September 2019, a restructure at the Register Office has been completed and a new team structure has been in place since October.

#### 4.13 **Climate Change**

4.13.1 On 24 July 2019, Peterborough City Council took the momentous step of declaring a climate emergency. In doing so, the Council committed to a wide-ranging set of actions including making the Council's activities and the city's net-zero carbon by 2030 with a baseline, action plan and budget by 31st March 2020.

A number of actions have taken place since the declaration, detail for which was circulated as a briefing note, to members of this group on the 20/12/19. Officers are currently in the process of developing a Carbon Management Plan for the Council's activities which will be presented to Full Council on the 4<sup>th</sup> of March 2020.

#### 4.14 **Council's Energy Strategy**

4.14.1 A positive meeting was held with the team delivering the energy strategy for the new University Campus. This examined opportunities to support the development with heat and/or power from the Council's Energy Recovery Facility, alongside other solutions.

#### 4.15 **Westcombe Engineering**

##### 4.15.1 **Business Description:**

Westcombe Engineering continues to provide employment opportunities for local adults with varied disabilities and the business has seen growth (in excess of 60% over the past 3 or so years). There are 21 talented employees at Westcombe, with 14 of these having a disability. The business has achieved high level recognition in the form of inclusion within the Parliamentary Review 2016/2017 Edition being the Winners of the Made in Central and East England Manufacturer of The Year (under £25m turnover) 2018, being visited by Amber Rudd Secretary of State for Work and Pensions. Westcombe has also assisted the Council to achieve Disability Confident Employer Status Level 2, working towards level 3. The Government has recently pledged a Strategy to get one million more disabled people in work by 2027. Our aim is to use Westcombe Engineering as a best practice example of what can be achieved with a diverse workforce and successfully prove that disability is not a barrier for success. Our strong relationships with Peterborough Regional College and Greater Peterborough University Technical College continue to provide pathways for adults with disabilities to gain experience within the workplace. Westcombe Engineering trialled the very first supported internship program alongside Peterborough Regional College. This program enables adults with disabilities to gain work experience within the workplace for up to 12 months, with no financial burden to Westcombe and no expectation or commitment to employ the individual once the 12 months has elapsed, unless we have a vacant post. Due to continued growth we have 2 young adults with disabilities on placements through the Internship programme with Peterborough Regional College and Greater Peterborough University Technical College. We have also recruited an apprentice CNC Machinist, the first in a long time for PCC. Ernie completed his 1<sup>st</sup> year of a 4 year apprenticeship in October of this year. We continue to receive monthly funding from the DWP for all of our

disabled employees individually

#### 4.15.2 **Customers:**

Caterpillar Inc/Perkins Engines continues to be our most prominent customer and indeed Westcombe's relationship with them spans all the way back to 1970 when the business was started. We supply to Caterpillar Inc/Perkins Engines globally as a tier 1 supplier. This means we have responsibility to supply components from design concept, raw material sourcing and also finished parts. Many of our portfolio of parts are solely supplied from Westcombe Engineering and support Caterpillar Inc globally in manufacturing diesel engines as far as India, China, Mexico, Japan, USA, France and also the UK.

We have worked incredibly hard over the past 3 years or so to reduce our dependency on Caterpillar Inc/Perkins Engines as our main customer. Back in July 2015 we were 95% dependant on them, today with the addition of several new customers (many of whom are local) in varied industries this dependency has been reduced to 65%. We now supply to a diverse industry base including Diesel Engines, Fitness Equipment, and Material Movement Equipment, Marine, Mobility Equipment, MOD, Railways and food.

We have won a significant order with a local business in Huntingdon supplying parts for the American Market (Electrification of School Buses). We successfully completed phase 1 on time. Phase 2 is currently underway and we will be expecting to receive phase 3 during quarter one of 2020 which will be full production volumes.

We also continue to win new business with our long standing customer Caterpillar, e.g. a £100k order to supply engine parts to China for Caterpillar excavator digger engines.

We are also in the final stages of winning new business for Caterpillar's new 400 series engine. This will involve 6 new parts with an expected order value in excess of £200k.

#### 4.15.3 **Business KPIs:**

Huge improvements have been made in our business operations KPIs such as 'on time in full delivery' and also meeting quality standards. These two KPIs are key to all of our customers in the past 3 or so years. Without meeting these KPIs targets we are in threat of losing business as well as not having the opportunity of winning new work.

Our on time full delivery performance is 100% set against a target of 85%.

Our quality performance achieved last year was 240 ppm against a target of 300 ppm, please see improvement timeline achieved to date.

## Caterpillar PPM Measures Target 300

Year	Total Parts Received	Total Parts Rejected	Total PPM
2014	38,925	97	2492
2015	106,907	44	412
2016	107,485	26	242
2017	203,298	54	266
2018	109,223	25	240

### 5. CONSULTATION

5.1 Consultation through the Growth, Environment and Resources Scrutiny Committee.

### 6. ANTICIPATED OUTCOMES OR IMPACT

6.1 It is anticipated that the Growth, Environment and Resources Scrutiny Committee will note the content of this report and any comments will be fed back to aid in future improvements to the services delivered.

### 7. REASON FOR THE RECOMMENDATION

7.1 To allow scrutiny of the Portfolio of the Cabinet Member for Waste, Street Scene and Environment.

### 8. ALTERNATIVE OPTIONS CONSIDERED

8.1 The alternative option was to not present this report to the Growth, Environment and Resources Scrutiny Committee. This option was not taken forwards as it was important to allow clear and transparent scrutiny of these front line services.

### 9. IMPLICATIONS

#### Financial Implications

9.1 This report is to give an overview / progress update as such there are no financial implications.

#### Legal Implications

9.2 This report is to give an overview / progress update and as such there are no direct legal implications.  
As regards specific projects, legal advice has been and will be sought on a case by case basis.

#### Equalities Implications

9.3 This report is to give an overview / progress update as such there are no anticipated equality implications.

#### Rural Implications

9.4 This report is to give an overview / progress update as such there are no rural implications.

### **Carbon Impact Assessment**

9.5 This report does not contain any decisions that will have an impact on Carbon Dioxide emissions. It allows for an update on the Progress of Councillor Cereste's Portfolio. However it does highlight some of the good work being carried out around Tree Planting, looking at electric fleet vehicles and the work in the energy sector.

### **10. BACKGROUND DOCUMENTS**

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

10.1 None

### **11. APPENDICES**

11.1 None.

<b>GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE</b>	<b>AGENDA ITEM No. 6</b>
<b>8 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

Report of:	Air Quality Task and Finish Group	
Cabinet Member(s) responsible:	Councillor Marco Cereste Cabinet Member for Waste, Street Scene and the Environment	
Contact Officer(s):	Charlotte Palmer, Group Manager Transport and Environment	Tel. 453538

**REPORT OF THE TASK AND FINISH GROUP TO INFORM THE DEVELOPMENT OF AN AIR QUALITY AMBITION STATEMENT AND ACTION PLAN**

**R E C O M M E N D A T I O N S**

**FROM:** Air Quality Task and Finish Group      **Deadline date:** 13/01/2020

It is recommended that Growth, Environment and Resources Scrutiny Committee:

1. Consider and comment on the Task and Finish Group report at Appendix a.
2. Endorse the report and recommendations for submission to Cabinet on 13 January 2020.

**1. ORIGIN OF REPORT**

- 1.1 At Annual Council on 21 May 2018, Cllr John Holdich OBE, Leader of the Council requested that a cross-party scrutiny Task and Finish Group be established to inform the development of the Council's air quality ambitions and make recommendations for specific actions that should be taken by the Council and partners to achieve such ambitions.

**2. PURPOSE AND REASON FOR REPORT**

- 2.1 This report is submitted to the Committee following a review of air quality work undertaken locally and further work that is required. The purpose of this report is to seek the Committee's approval for submission of the recommendations contained within the report to Cabinet on 13 January 2020.
- 2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference No. Part 3, Section 4 - Overview and Scrutiny Functions, paragraph 2.1, Functions determined by the Council:
  4. Environmental Capital;
- 2.3 The outcome of this work has the potential to directly and indirectly support all of the council's corporate priorities.
- 2.4 The recommendations included in this report are designed to improve air quality across the city which will therefore also have a corresponding benefit for Children in Care.

### 3. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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### 4. BACKGROUND AND KEY ISSUES

4.1 As recently as the Nineties, it was felt that air pollution was no longer a major health issue in the United Kingdom as legislation had made the great smogs of the Fifties a thing of the past. However, pollutants such as Particulate Matter (PM) and Nitrogen Dioxide (NO<sub>2</sub>) are still at levels which can harm health.

Nationally, poor air quality is considered by the Government to be “the largest environmental risk to public health in the UK”. As well as human health, air pollution also has implications for the natural environment and for the economy (House of Commons, May 2019).

Whilst Peterborough does not currently have any exceedances of relevant National Air Quality Objectives the Council recognises that there are no absolute safe levels of exposure to particulate matter. As such, the Group feel that the Council should aim to make improvements in air quality in recognition that any such effort is likely to have positive impact both in terms of health and climate change. There are a number of activities already undertaken by the Council which are likely to have a positive impact on air quality, health and climate change. However, the group feels that further investment is required to undertake the following recommendations which, where appropriate, will also be linked to the emerging Carbon Management Action Plan:

**Recommendation 1:** Work with the Cambridgeshire and Peterborough Combined Authority (CPCA) to encourage them to use their Passenger Transport Powers to secure air quality benefits. This should include: supporting the Council and Stagecoach to relocate the bus depot; improve vehicles to reduce emissions from the fleet; ensure the lowest emission vehicles only are used in areas of poorer air quality; and, encourage young people to use public transport.

**Recommendation 2:** Undertake a parking review with the aim of discouraging single occupancy car travel and prioritising Ultra Low Emission Vehicles.

**Recommendation 3:** Increase the activities undertaken to encourage residents to opt for active modes of transport including robust evaluation and monitoring.

**Recommendation 4:** Identify the feasibility of introducing a new policy to ensure that all taxi and private hire vehicles use alternative low emissions fuels only by 2030.

**Recommendation 5:** Work in partnership with the Cambridgeshire and Peterborough Combined Authority (CPCA) to develop a Mass Rapid Transit (MRT) proposal for the city.

**Recommendation 6:** Support local businesses to make the investment necessary to encourage the transition to active modes of travel and alternatively fuelled vehicles.

**Recommendation 7:** Identify opportunities to install or maximise the benefits of green infrastructure to provide barriers between people and emissions.

**Recommendation 8:** Explore opportunities to for further pedestrianisation in all future public realm works.

**Recommendation 9:** Work in partnership with Fenland District Council to evidence the basis for revocation of AQMA No1.

### 5. CONSULTATION

5.1 A number of organisations, detailed in section 4.3 of appendix A, were invited to be interviewed to

share their expert knowledge in specific matters. This included:

- Andrew Allen, Campaign for Better Transport
- Darren Roe, Engineering Director, Stagecoach East and Sam Greer UK Bus Engineering Director, Stagecoach
- Dr James Levine - Principal Investigator / Impact Fellow at the Birmingham Institute of Forest Research, University of Birmingham
- Steven Bishop, Head of Transport Strategy & Economics, Combined Authority and Rowland Potter, Head of Transport, Combined Authority

In addition to those detailed above the Group invited, on a number of occasions, a representative from the Road Haulage Association in order to understand the impact of Heavy Goods Vehicles on air quality. However, no response to any of the Groups communications attempts was forthcoming until the later stages of finalising this report where they provided a written note which is included in the main report.

## **6. ANTICIPATED OUTCOMES OR IMPACT**

- 6.1 It is anticipated that Growth, Environment and Resources Scrutiny Committee consider and comment on the Task and Finish Group report at Appendix A and endorse the report and recommendations for submission to Cabinet on 13 January 2020.

## **7. REASON FOR THE RECOMMENDATION**

- 7.1 Having spoken to various key witnesses and having received information and evidence from officers to understand the current situation and what evidence-based actions could be taken locally by different stakeholders the Task and Finish Group concluded that there are a number of recommendations required, detailed in section 10 of appendix a.

Each of these recommendations have been indicatively assessed using guidance from the Department for Environment and Rural Affairs (February 2018): Local Air Quality Management Technical Guidance (TG16) and Public Health England (March 2018): Review of interventions to improve outdoor air quality and public health.

## **8. ALTERNATIVE OPTIONS CONSIDERED**

- 8.1 The alternative option is to take no further action to improve air quality, but this has been dismissed because the Task and Finish Group recognises that there are no absolute safe levels of exposure to particulate matter. As such, the Group feel that the Council should aim to make improvements in air quality in recognition that any such effort is likely to have positive health benefits.

## **9. IMPLICATIONS**

### **Financial Implications**

- 9.1 It is recognised that the Council is already undertaking a number of activities that have a positive impact on air quality across the city. However, the group is also aware that the rate at which Peterborough is growing, alongside the recognition that any improvement in air quality is likely to have positive impacts on health, means that there is clear evidence that further investment should be made to improve air quality.

The majority of the recommendations detailed in this report above have no additional resource implications for the Council and can be delivered within existing resources. Two of the recommendations will involve additional investment amounting to £67k annually. However, officers are in the process of exploring the feasibility of seeking additional external funding and/or delivering the recommendations within existing resources. As such these recommendations will not result in a budget pressure at this stage. It is recommended that this is revisited in six months' time and a capacity bid developed if no alternative sources of funding are forthcoming

In addition to the financial implications detailed above the Group recommends that officers continue to seek sources of alternative funding as and when opportunities arise.

### **Legal Implications**

- 9.2 In Peterborough there are no exceedances of relevant National Air Quality Objectives, which the Council reports on annually.

The Council is currently fulfilling its legal obligations in relation to air quality. The recommendations proposed in this report will further strengthen the Council's position but are not legally required.

### **Equalities Implications**

- 9.3 There are no equality implications arising as a result of this report.

### **Rural Implications**

- 9.4 There are no equality implications arising as a result of this report.

### **Carbon Impact Assessment**

- 9.5 The recommendations detailed in this report will not have a direct impact on the Council's own carbon emissions. However, for each of the recommendations an indication of the 'Likely impact on the climate emergency declaration' has been included and these are all positive or neutral.

## **10. BACKGROUND DOCUMENTS**

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

- 10.1 A list of background documents can be found in appendix a.

## **11. APPENDICES**

- 11.1 Appendix A – report of the Task and Finish Group to inform the development of an air quality ambition statement and action plan.



**GROWTH, ENVIRONMENT AND  
RESOURCES SCRUTINY COMMITTEE**

**SCRUTINY TASK AND FINISH  
GROUP TO INFORM THE  
DEVELOPMENT OF AN AIR  
QUALITY AMBITION STATEMENT  
AND ACTION PLAN**

**8 JANUARY 2020**

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## 1.EXECUTIVE SUMMARY

As recently as the Nineties, it was felt that air pollution was no longer a major health issue in the United Kingdom as legislation had made the great smogs of the Fifties a thing of the past. However, pollutants such as Particulate Matter (PM) and Nitrogen Dioxide (NO<sub>2</sub>) are still at levels which can harm health.

Nationally, poor air quality is considered by the Government to be “the largest environmental risk to public health in the UK”. As well as human health, air pollution also has implications for the natural environment and for the economy (House of Commons, May 2019).

Whilst Peterborough does not currently have any exceedances of relevant National Air Quality Objectives the Council recognises that there are no absolute safe levels of exposure to particulate matter. As such, the Group feel that the Council should aim to make improvements in air quality in recognition that any such effort is likely to have positive impact both in terms of health and climate change. There are a number of activities already undertaken by the Council which are likely to have a positive impact on air quality, health and climate change. However, the group feels that further investment is required to undertake the following recommendations:

**Recommendation 1:** Work with the Cambridgeshire and Peterborough Combined Authority (CPCA) to encourage them to use their Passenger Transport Powers to secure air quality benefits. This should include: supporting the Council and Stagecoach to relocate the bus depot; improve vehicles to reduce emissions from the fleet; ensure the lowest emission vehicles only are used in areas of poorer air quality; and, encourage young people to use public transport.

**Recommendation 2:** Undertake a parking review with the aim of discouraging single occupancy car travel and prioritising Ultra Low Emission Vehicles.

**Recommendation 3:** Increase the activities undertaken to encourage residents to opt for active modes of transport including robust evaluation and monitoring.

**Recommendation 4:** Identify the feasibility of introducing a new policy to ensure that all taxi and private hire vehicles use alternative low emissions fuels only by 2030.

**Recommendation 5:** Work in partnership with the Cambridgeshire and Peterborough

Combined Authority (CPCA) to develop a Mass Rapid Transit (MRT) proposal for the city.

**Recommendation 6:** Support local businesses to make the investment necessary to encourage the transition to active modes of travel and alternatively fuelled vehicles.

**Recommendation 7:** Identify opportunities to install or maximise the benefits of green infrastructure to provide barriers between people and emissions.

**Recommendation 8:** Explore opportunities to for further pedestrianisation in all future public realm works.

**Recommendation 9:** Work in partnership with Fenland District Council to evidence the basis for revocation of AQMA No1.

The recommendations above are described in more detail in section 10 of this report. The financial implications of these recommendations are detailed further in section 11 of this report.

## 2. INTRODUCTION

At Annual Council on 21 May 2018, Cllr John Holdich OBE, Leader of the Council requested that a cross-party scrutiny Task and Finish Group be established to inform the development of the Council's air quality ambitions and make recommendations for specific actions that should be taken by the Council and partners to achieve such ambitions.

The proposal to set up the Task and Finish Group was presented to the Growth, Environment and Resources Scrutiny Committee on 5 September 2018. The proposal was accepted and the terms of reference agreed. Possible nominations to the Task and Finish Group were sought at the meeting to be confirmed following the meeting through the Group Secretaries.

The cross-party Task and Finish Group comprised the following members:



Councillor Nick Sandford  
Chairman  
Liberal Democrats



Councillor Kim Aitken  
Conservative



Councillor Julie Howell  
Green Party



Councillor Mohammed Jamil  
Labour and Co-operative Party

Officers supporting the Task and Finish Group were:

- Charlotte Palmer, Group Manager, Transport and Environment
- Stuart Keeble, Consultant in Public Health
- Iain Green, Senior Public Health Manager Environment and Planning
- Peter Gell, Head of Regulatory Services
- Lynden Leadbeater, Principal Environmental Health Officer: Environment and Pollution Control
- Paulina Ford, Senior Democratic Services Officer
- Karen Dunleavey, Democratic Services Officer
- Darren Sharpe, Natural Environment Team Manager
- Dorothy Poulter, Senior Environment & Pollution Officer

The Task and Finish Group wish to thank all of the officers who have provided guidance and assistance in producing this report for their hard work and support.

### **3. TERMS OF REFERENCE**

#### **Scrutiny Task and Finish Group to inform the development of an air quality ambition statement and action plan**

##### **Purpose**

To make recommendations to the Growth, Environment and Resources Scrutiny Committee to inform the development of the Council's air quality ambitions alongside specific actions that should be taken by the Council and partners to achieve such ambitions.

##### **Scope**

1. Review expert data detailing the perceived and actual risks at a local and national scale to develop an understanding of the impact that can be realised through improvements.
2. To understand how air quality is currently monitored and considered in organisational policies, strategies and services and assess this against good practice.
3. Identify good practice from other local authority areas in order to inform local action.
4. To understand what evidence-based actions could be taken locally by different stakeholders and agree a prioritisation mechanism to ensure any resultant recommendations are effectively targeted.
5. Develop an understanding of the skills and resources that will be required across the Council and relevant stakeholder organisations to deliver agreed actions.
6. To identify and meet with expert witnesses to help inform discussions and recommendations.

##### **Reporting**

The Scrutiny Task and Finish group will report to the Growth, Environment and Resources Scrutiny Committee

**Approved on 5 September 2018 by the Growth, Environment and Resources Scrutiny Committee**

## 4. PROCESS AND METHODOLOGY USED FOR THE INVESTIGATION

### 4.1 Methodology

- Desktop research
- Interviewing Key Witnesses / Stakeholders
- Local knowledge / information obtained by the Task and Finish Group members
- Data and evidence gathered from various officers by the Group Manager, Transport and Environment

### 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
26 November 2018	Scoping meeting.
4 February 2019	Review of data and evidence requested at the scoping meeting and provided by officers.
15 March 2019	Interviewing Key Witnesses
29 July 2019	Interviewing Key Witnesses
4 September 2019	Interview Key Witnesses, Conclusions and draft Recommendations
22 October 2019	Review of draft report
26 November 2019	Final review of draft report
8 January 2020	Presentation of report to Growth, Environment and Resources Scrutiny Committee
13 January 2020	Cabinet

### 4.3 Key Witnesses / Expert Advisers interviewed

A number of organisations, detailed below, were invited to be interviewed to share their expert knowledge in specific matters. A summary of the key points raised for consideration are detailed below:



### **Andrew Allen, Campaign for Better Transport**

- Campaign for Better Transport's vision is for all communities to have access to high quality, sustainable transport that meets their needs, improves quality of life and protects the environment.
- Since 1972, Campaign for Better Transport has led calls for improvements to the country's transport networks, campaigning for transport which is greener, more affordable and easier to use.
- The main areas of work include rural transport, technology and work on clean air.
- Promoting active travel including walking and cycling is likely to have a positive impact and good examples exist in Bristol and Stockholm. Funding opportunities include Highway England's designated funds.

### **Darren Roe, Engineering Director, Stagecoach East and Sam Greer UK Bus Engineering Director, Stagecoach**

- Stagecoach currently operate 73 vehicles in Peterborough equating to an annual mileage of approximately 3.3 million miles and 8.2 million passenger trips.
- The size of the current Stagecoach depot in Peterborough restricts the company's ability to accommodate electric vehicles and to grow the network. If, in the future, a new depot became available opportunities to upgrade the fleet would be considered.
- 6% of Stagecoach's fleet nationally uses alternative fuels, the vehicles predominantly use diesel fuel.
- Stagecoach has made a significant reduction in regulated emissions over the past few years. The introduction of zero emission buses will have a positive impact but is dependent on power supply, especially because the majority of buses will be charging at the same time daily.
- There continues to be significant change in technology regarding buses, ethanol, bio-gas, hybrid, hydro. Changes need to be made in a controlled manner as they will affect cost base and increase bus prices. Alongside this the euro classification will continue to change e.g. Stagecoach purchased 600 hybrid buses but these are now approximately 6/7 years old and technology needs updating.
- All routes currently go via the city centre because orbital routes are restricted by demand.
- The current fleet is broken down as follows:

<b>Type</b>	<b>No.</b>	<b>Euro 2</b>	<b>Euro 3</b>	<b>Euro 4</b>	<b>Euro 5</b>	<b>Euro 6</b>
Single deck	30	0	7	0	13	16
Double deck	51	2	16	9	24	0
<b>Total</b>	<b>87</b>	<b>2</b>	<b>23</b>	<b>9</b>	<b>37</b>	<b>16</b>

- The proposed fleet within 36 months is broken down as follows:

Type	No.	Euro 2	Euro 3	Euro 4	Euro 5	Euro 6
Single deck	36	0	0	0	13	23
Double deck	51	0	0	7	24	20
<b>Total</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>37</b>	<b>43</b>

**Dr James Levine - Impact Fellow at the Birmingham Institute of Forest Research, University of Birmingham**

- Work is progressing in the numerical modelling of the impacts of vegetation on urban air quality (at realistic planting scales) via changes in the dispersion of road transport pollution close to its source.
- To improve urban air quality, we must first and foremost reduce the emissions of pollutants at source. Reducing the public's exposure to what is emitted, however, is a means of further reducing its public health impacts: reducing exposure, *as well as emissions*, will yield greater improvements in public health outcomes than reducing emissions alone.
- At realistic urban planting scales, deposition to vegetation typically removes just a few percent of PM<sub>2.5</sub>, and perhaps even less NO<sub>2</sub> (AQEG, 2018). (What little NO<sub>2</sub> is removed by vegetation at these scales is also offset by emissions of NO from accompanying soils.) Similarly, whilst vegetation emits VOCs (including reactive VOCs, such as isoprene, from some species), it makes a relatively minor contribution to total urban VOC emissions (and urban O<sub>3</sub>). Species selection - and even simply planting a mixture of tree species - can mitigate any (already minor) concerns.
- The greatest potential of vegetation to reduce the public health impacts of urban air pollution (directly) lies in its ability to control, or at least modify, the dispersion of air pollutants close to source: *in the right places*, vegetation barriers can as much as halve exposure to local sources of pollution (AQEG, 2018).
- The reductions in pollutant concentrations are limited to the immediate wake of such barriers (i.e., just a short distance downwind of a barrier between source of pollution and people) and care is needed to avoid introducing barriers in the wrong places, which could inadvertently lead to increased exposure. James and his colleagues at the University of Birmingham are developing a prototype Green Infrastructure for Roadside Air Quality (GI4RAQ) Platform to help urban practitioners identify suitable interventions subject to local conditions of wind and urban form. This software is web-based and will be made freely-available in the second quarter of 2020. Meanwhile, they refer you to the guidance recently published by the Greater London Authority (GLA, 2019), which they took a leading role in writing.

- Indirectly, green infrastructure can also help reduce road transport emissions by incentivising active travel (i.e., contributing to modal shift). Green open spaces are vital to the dispersion of pollution. Free from sources of road transport pollution, large green spaces are also inherently cleaner, and can help reduce the public's exposure to pollution by drawing people away from more polluted spaces.
- Dense avenues of trees can effectively protect very quiet streets (where the air quality at ground level is better than the urban background air quality aloft) but can trap pollution on busy roads.
- Green infrastructure is not an efficient means of *removing* air pollution in the urban environment but, in the right places, can be highly effective at controlling the distribution of pollution and thereby reducing the public's *exposure* to it.
- Targeted interventions - where, not only the concentrations of pollutants are highest, but the greatest numbers of people are exposed for the longest lengths of time, and the people exposed are amongst the most *vulnerable* demographics - will deliver the greatest public health benefits. Interventions in these locations will ensure best use of resources and reduce health inequalities.

**Steven Bishop, Head of Transport Strategy & Economics, Combined Authority and Rowland Potter, Head of Transport, Combined Authority**

- The Devolution Deal agreed with Central Government in 2017 gave the Mayor and the Cambridgeshire and Peterborough Combined Authority power over certain transport functions, with the Combined Authority taking over the role of the Local Transport Authority from Cambridgeshire County Council and Peterborough City Council.
- One of the key responsibilities of the Local Transport Authority is the development of a new Local Transport Plan (LTP). The LTP will supersede the interim Local Transport Plan and take an ambitious approach, looking towards creating a world class, integrated transport system, which maximises Cambridgeshire and Peterborough's sustainable, economic potential whilst protecting and enhancing the environment.
- The Combined Authority has a responsibility to implement measures that ensure improvements to air quality can continue to be delivered alongside growth by creating conditions that will change travel behaviour and bring about the use of cleaner vehicles.
- Reductions in vehicle mileage by removing journeys altogether and moving remaining journeys to sustainable modes such as walking, cycling and public transport is important, but needs to be achieved alongside improvements to the transport infrastructure and vehicle fleet to enable sufficient uptake of lower emission transport

modes.

- The key areas identified for action within the Air Quality Action Plans, and to be supported through the Local Transport Plan (draft), include:
  - reducing vehicle emissions, particularly from taxis, buses, coaches, and HGVs
  - maintaining low emissions through the planning process and long-term planning
  - improving public health
- The policies for improving air quality within the Combined Authority area are focused on harnessing improvements to vehicle technology and disincentivising travel by high polluting modes. There are clear synergies with encouraging the use of sustainable and active modes.
- Over 100 schemes identified from previous LTPs, Local Plans, stakeholder views, and professional opinion. Further scheme identification will take place through engagement. The schemes are assessed for: their strategic fit against the objectives of the LTP; consideration of typical value for money criteria in line with Government guidance will be made to assess the likely value for money of each scheme; consideration of commercial, financial and management criteria – the ‘deliverability’ of each scheme; a balanced package of schemes has been identified considering all modes, themes/objectives, and spatial distribution; and all further scheme development must include consideration of impact on air quality.
- Figure one illustrates the transport user hierarchy detailed in the emerging Local Transport Plan. \* <https://ehp.niehs.nih.gov/doi/abs/10.1289/isesisee.2018.S01.01.07>

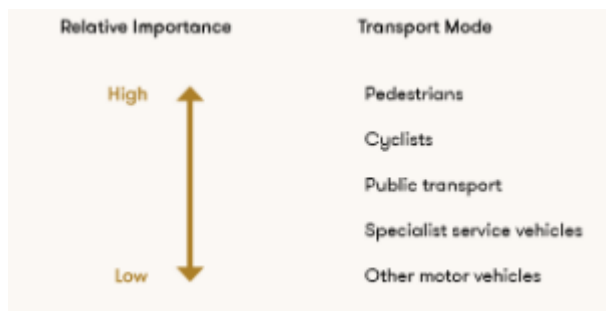


Figure one: Transport user hierarchy

The Task and Finish Group would like to thank everybody who assisted them during the course of the investigation for their support and openness. In addition to those detailed above the Group invited, on a number of occasions, a representative from the Road Haulage Association in order to understand the impact of Heavy Goods Vehicles on air quality. However, no response to any of the Groups communications attempts was forthcoming until

the later stages of finalising this report. At this point the Road Haulage Association provided the following information:

*Tackling poor air quality is a top priority for policy-makers, and the RHA is fully engaged with this agenda. Poor traffic-related air quality in urban areas is associated with congestion, where vehicles including lorries are not able to operate efficiently at slow speeds. Where congestion occurs, pollution “hot spots” caused by nitrous oxides (NOx) emissions can materialise, with potentially adverse health effects for people in the surrounding area.*

*The RHA is actively engaged with policy-makers in both national and local government to solve this problem. The latest vehicle emission standards (known as “Euro VI” and introduced from 2014) has seen NOx emissions fall from lorries by nearly 60% since 2013. With on-going investment by hauliers in the latest cleanest lorries once older lorries reach the end of their lifespan, NOx emissions are predicted to fall by over 80% from 2013 levels by 2024.*

*Meanwhile, we encourage local policy-makers to introduce measures that alleviate congestion. This might include improving general traffic flow by redesigning problematic junctions or rephasing traffic lights. Around schools, this might involve encouraging local school children and their parents to use alternative healthier forms of transport such as cycling or walking, or using public transport. With regards to lorries, the RHA advocates out-of-hours deliveries. These deliveries can then take place when schools are closed, the roads are quieter and pollution levels are at their lowest.*

This broadly aligns with the recommendations contained within this report.

## 5. UNDERSTANDING AIR QUALITY

### 5.1 Introduction to air pollution

As recently as the Nineties it was felt that air pollution was no longer a major health issue in the United Kingdom as legislation had made the great smogs of the Fifties a thing of the past. However, pollutants such as Particulate Matter (PM) and Nitrogen Dioxide (NO<sub>2</sub>) are still at levels which can harm health.

Industrial processes, including energy generation to power our businesses and homes, and the manufacture of goods and food can all create pollution. These processes are carefully regulated to ensure they are managed to avoid potentially significant impacts upon health and the environment.

Stationary and slow-moving road transport including lorries, buses and cars/vans are the primary source of Nitrogen Dioxide (NO<sub>2</sub>) (especially emissions from diesel light duty vehicles) and Particulate Matter (PM) (engine emissions, tyre and brake wear) in urban areas across the UK.

The impact of air pollution depends on how much is emitted, how harmful it is and how it interacts with other substances in the air (Figure 1.0). It also depends on emission location, its residence time in the atmosphere, where it ends up, and how sensitive the exposed population or environment is. Vulnerable individuals and sensitive habitats are at particular risk (Clean Air Strategy, DEFRA, 2019).

## The sources of air pollutants and their effects

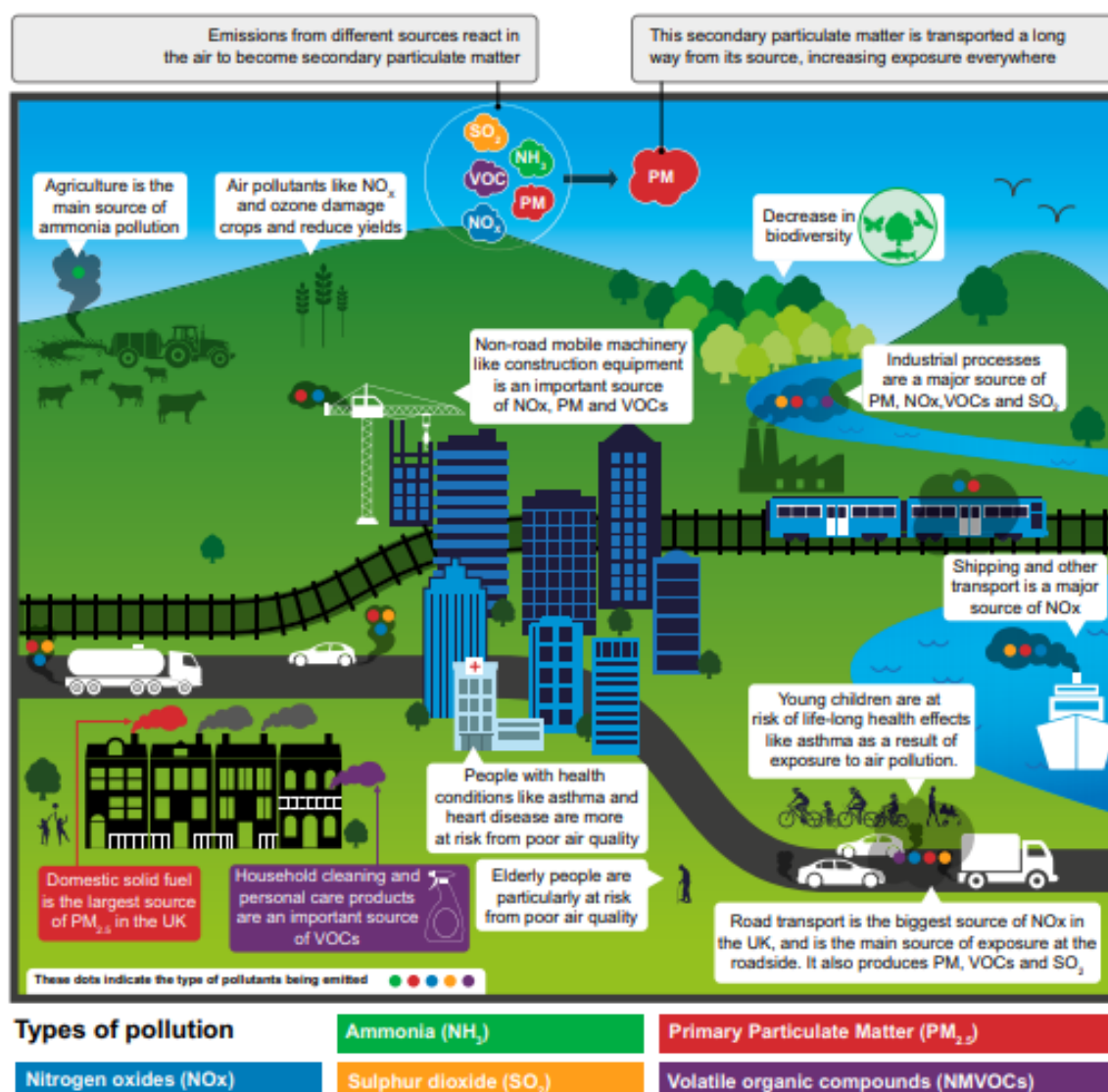


Figure 1.0 The sources of air pollution and its affects (DEFRA, 2019)

The National Air Quality Strategy sets air quality objectives or levels for pollutants such as Nitrogen Dioxide ( $\text{NO}_2$ ) on the basis of scientific and medical evidence on the health effects of each pollutant, and according to the practicability of meeting the standards. There is no statutory requirement to review and assess fine Particulate Matter ( $\text{PM}_{2.5}$ ) as it is recognised there are no absolute safe levels of exposure. As such, any improvement in air quality will have positive health consequences.

### Nitrogen Dioxide ( $\text{NO}_2$ )

The gaseous pollutant nitrogen dioxide ( $\text{NO}_2$ ) is produced by combustion processes. On average around 80% of oxides of nitrogen ( $\text{NO}_x$ ) emissions, in areas where the UK is exceeding  $\text{NO}_2$  limit values, occurs due to transport. Several studies have reported associations with long-term exposure to  $\text{NO}_2$  and adverse effects on health, including reduced



life expectancy. It has been unclear whether these effects are caused by NO<sub>2</sub> itself or by other pollutants emitted by the same sources (such as road traffic). The Committee on the Medical Effects of Air Pollutants (COMEAP) recently (2018) issued a report on the mortality effects associated with long-term average concentrations of NO<sub>2</sub>. Whilst there was fundamental disagreement from some members of the Committee for attributing causality to NO<sub>2</sub> as a sole pollutant, since this involved informed speculation, the recommendation for a method of assessing the health benefits of interventions that reduce all traffic-related pollutants was unanimous.

### **Particulate matter (PM)**

Particulate Matter (PM) is not a single pollutant; it is made up from a huge variety of chemical compounds and materials. Both PM and the gases that can form it travel large distances, so impacts may occur far from the original source. Around 15% of UK PM comes from naturally occurring sources, up to a third from other European countries and around half from UK human-made sources (DEFRA, 2019).

Particulates are classified according to size, either as PM<sub>10</sub> (particles of ≤10µm (micrometres) diameter) or PM<sub>2.5</sub> (particles of ≤2.5µm diameter particles, which are 200 times smaller than a grain of sand) (Clean Air Strategy, DEFRA, 2019). PM<sub>2.5</sub> (Particulate matter with an aerodynamic diameter of 2.5µm or less) has the strongest link to health outcomes due to the particles being inhaled deep into the lungs. PM can be composed of particles from combustion, abrasion of engine components e.g. brake dust, generated during construction and agricultural processes, as well as components generated by chemical reactions in the air.

### **Sulphur Dioxide (SO<sub>2</sub>)**

Historically, the main air pollution problem in both developed and rapidly industrialising countries has typically been high levels of smoke and sulphur dioxide (SO<sub>2</sub>) emitted following the combustion of sulphur-containing fossil fuels such as coal, used for domestic and industrial purposes. Sulphur dioxide (SO<sub>2</sub>) is a corrosive, acidic gas which is harmful to health and combines with water vapour in the atmosphere to produce acid rain. SO<sub>2</sub> pollution episodes in ambient air are also associated with asthma and chronic bronchitis and can be a significant component of particulate matter. Sulphur in coal played a contributory key role in the health impacts of the London smog in 1952. Emissions of SO<sub>2</sub> are primarily from combustion of solid and liquid fuels and have reduced markedly with restrictions on the sulphur content of liquid fuels, as well as a shift away from a reliance on coal for energy generation. However, domestic coal-burning can result in significant indoor exposure to SO<sub>2</sub> (DEFRA, 2019). A large proportion of the Council's area has been declared a Smoke Control Area, where it is an offence to emit smoke from a chimney, which has resulted in significant reductions in levels of smoke and SO<sub>2</sub>.



## 5.2 Monitoring Air Pollution in Peterborough

The Environment Act 1995, (Part IV) places a statutory obligation on all local authorities for Local Air Quality Management (LAQM), this requires them to review and assess the air quality within their area against National Air Quality Objectives and to report annually to DEFRA.

The EU Directive (Air Quality Directive (2008/50/EC)) and the National Air Quality Strategy set air quality objectives for pollutants. In Peterborough, the main air pollutants are associated with road traffic emissions. Petrol and diesel-engine motor vehicles emit a wide variety of pollutants. Of particular concern are Particulate Matter (PM) and Nitrogen Dioxide (NO<sub>2</sub>) at locations where people may live close to busy, congested roads. The relevant objectives of concern for Peterborough are listed in Table 5.0.

**Table 1.0 – Air Quality Objectives relevant to Peterborough**

Pollutant	Air Quality Objective	
	Concentration	Measured as
Nitrogen Dioxide (NO <sub>2</sub> )	200 µg/m <sup>3</sup> not to be exceeded more than 18 times a year	1-hour mean
	40 µg/m <sup>3</sup>	Annual mean
Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	24-hour mean
	40 µg/m <sup>3</sup>	Annual mean
Sulphur Dioxide (SO <sub>2</sub> )	350 µg/m <sup>3</sup> , not to be exceeded more than 24 times a year	1-hour mean
	125 µg/m <sup>3</sup> , not to be exceeded more than 3 times a year	24-hour mean
	266 µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	15-minute mean

Objectives are set on the basis of scientific and medical evidence on the health effects of each pollutant, and according to the practicability of meeting the standards. The Regulations make it clear that likely exceedances of the objectives should be assessed in relation to those locations where members of the public are likely to be regularly present and are likely to be exposed for a period of time appropriate to the averaging period of the objective.

Where this process identifies that pollutant concentrations are unlikely to meet the Air Quality Objectives (i.e. exceed the standard) the Local Authority is required to declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP), setting out the measures it intends to put in place to achieve the objectives.

The Council has carried out reviews and assessments of air quality for the Local Authority area in accordance with technical guidance periodically issued by Department for Environment Food and Rural Affairs (DEFRA). This has involved screening techniques to determine if there is a need to carry out more detailed examinations of air pollutants. Progressively sophisticated information gathering, modelling and monitoring techniques have then been used to predict and determine pollution levels.

### **5.2.1 Monitoring Nitrogen Dioxide (NO<sub>2</sub>):**

Nationally, there are 497 exceedances of the annual mean objective for Nitrogen Dioxide in the UK. In 2013, the UK met the limit value for hourly mean NO<sub>2</sub> in all areas except for Greater London.

Whilst there are no exceedances of the Nitrogen Dioxide (NO<sub>2</sub>) annual means or hourly objectives within Peterborough City Council administrative area, certain monitoring locations measure levels of NO<sub>2</sub> that are approaching the annual mean objective level. Detailed information including monitoring results are available in the Annual Screening Report available on the Council website <https://www.peterborough.gov.uk/business/environmental-health/environmental-protection/#AirQuality>

The Council carries out the majority of NO<sub>2</sub> monitoring using non-automatic (passive) monitoring diffusion tubes. This is undertaken at 16 sites within the Local Authority area, with tube locations reviewed annually. Diffusion tubes can identify if a locality is likely to exceed the annual mean objective and can also be indicatively used to identify areas that may be at risk of exceeding the hourly limit. In addition to the network of diffusion tubes, in August 2019, the Council installed an automatic (continuous) monitor (Aeroqual) at the western end of Taverners Road.

### **5.2.2 Particulate Matter (PM) (PM10 and PM2.5):**

As no threshold for the effects of long-term exposure to particulate matter on mortality has been identified, there is no regulatory standard applied to the PM2.5 role for Local Authorities in England. Also there are difficulties in establishing compliance due to the cost of monitoring, the accuracy of monitoring (uncertainty margin of +/-25%), the inadequacies inherent in modelling and the diverse nature of the associated sources. Therefore establishing compliance at specific locations is unlikely to be effective. However Local Authorities are expected to take measures to reduce overall population exposure to PM2.5.

For this pollutant, as already stated, focusing attention on hotspots only is therefore not going to generate the maximum improvement in public health for the investment made, since much more widespread adverse effects on health are likely. DEFRA has therefore adopted an

'exposure reduction' approach for PM2.5 to seek a more efficient way of achieving further reductions in the health effects of air pollution, by providing a driver to improve air quality everywhere in the UK rather than just in a small number of localised hotspot areas, where the costs of reducing concentrations are likely to be exceedingly high. This will act to make policy measures more cost-effective and is more likely to maximise public health improvements across the general population.

The Policy Guidance does however expect Local Authorities to work towards reducing emissions and concentrations of PM2.5 in their local area. In doing so they are not expected to carry out any additional local review and assessment including monitoring. Whilst an increase in PM2.5 monitoring across the UK is desirable given the links to the Public Health Outcomes Frameworks, it is also recognised that the costs involved can be prohibitive. The outcomes framework shows that the "Fraction of mortality attributable to particulate air pollution (2017)" for Peterborough is 5.3 compared to 5.1 in England (Public Health England Outcomes Framework).

Based on national modelled monitoring results from DEFRA the level of PM2.5 in Peterborough is slightly higher than the England average (8.5µg/m<sup>3</sup> compared to 8.3µg/m<sup>3</sup> respectively). To place this in a broader context the estimated background rates in London ranges from 8.6 to 12.5 µg/m<sup>3</sup>).

Whilst the Council does not carry out monitoring or take any measures to specifically address PM2.5 concentrations, measures to reduce road traffic emissions generally are likely to reduce emissions of PM2.5. The Council has reviewed existing measures already being implemented to determine whether the Council is already taking positive action to reduce PM2.5 emissions. These are, and will continue to be, reported in the annual screening report. Further measures that may reduce emissions of PM2.5 will be explored and measures to reduce emissions will be developed where these are commensurate with the scale and nature of the local PM2.5 issues.

### **5.2.3 Sulphur dioxide (SO<sub>2</sub>):**

In September 2006 Fenland District Council's Detailed Assessment declared an Air Quality Management Area (AQMA) based on modelling carried out by Hanson Brick Products in their Air Quality Management Plan (Hanson, 2004). This modelling indicated that the 15-minute SO<sub>2</sub> objective was also being exceeded at relevant locations within Peterborough. Following consideration of the information supplied by Fenland District Council, Peterborough City Council determined an Air Quality Management Area (AQMA No.1) to the north-west of the works in April 2007 (maps are included in Appendix D). The AQMA No.1 is in relation to emissions of sulphur dioxide from a point source industrial premise, exceeding the 15-minute mean objective level of 266 µg/m<sup>3</sup> not to be exceeded more than 35 times a year. It is important to note that

this exceedance is modelled, not measured. To date there have been no measured exceedances of SO<sub>2</sub> in the area administered by Peterborough City Council. It was proposed in the 2015 Updating and Screening Assessment (USA), and all subsequent Annual Status Reports (ASR) to revoke the AQMA, subject to the agreement of DEFRA, and this remains the aim. Further details of this AQMA can be found on our website at <https://www.peterborough.gov.uk/business/environmental-health/pollution/>.

## 6. AIR QUALITY AND PUBLIC HEALTH

Air pollution is a serious public health issue. Small particulate matter is one of the top 10 risk factors for disease and ill health in the East of England and is estimated to contribute towards more than 1250 deaths per year (Global Burden of Disease comparative risk assessment<sup>1</sup>). Particulate matter has a much greater impact on health than risk factors such as drug use and second-hand smoke and increases the risk of heart and lung conditions.

The 2017 publication 'Air Quality: A Briefing for Directors of Public Health' provides guidance on conducting a basic assessment to calculate local mortality attributable to air pollution. This involves multiplication of the fraction of mortality attributable to particulate air pollution from Public Health Outcomes Framework indicator 3.012 by the directly age-standardised rate of premature deaths in under 75s per 100,000 population for 2013-15 from the Public Health England 'Longer Lives' profiles in order to ascertain a value for air pollution (particulate matter) attributable mortality per 100,000 population. The results for Peterborough and its nearest three socio-economic comparators are noted within the table below.

**Figure 1: Air Pollution (Particulate Matter) Attributable Mortality per 100,000 Population, Peterborough & Nearest Socio-Economic Neighbours, Under 75s Only, 2013-15**

Area	Premature Deaths 2013-15 per 100,000	Fraction of mortality attributable to particulate air pollution, 2015 (%)	Mortality Attributable to PM <75, rate per 100,000, Persons (3.01)
Peterborough	375	4.7%	17.6
Milton Keynes	333	4.8%	16.0
Swindon	338	5.1%	17.2
Thurrock	361	5.6%	20.2

Source: Public Health 'Longer Lives' profiles and Public Health Outcomes Framework

The rate of deaths in under 75s attributable to particulate matter air pollution in Peterborough is 17.6/100,000, the second highest within the above group of four comparator local authorities. The figure below places these data within the context of other preventable causes of mortality and illustrates that mortality rates from particulate matter air pollution are higher than as a result of preventable liver disease and as a result of suicide and relatively similar to the rate of mortality as a result of communicable diseases.

**Figure 2: Mortality Rates from Preventable Causes, Peterborough & Nearest Socio-Economic Neighbours, Under 75s Only, 2013-15**

PHOF Indicator	Mortality rate per 100,000				
	Peterborough	Milton Keynes	Swindon	Thurrock	England
Preventable Mortality, Persons (4.03)	211.8	185.2	185.2	189.8	184.5
Preventable Cancer <75, Persons (4.05ii)	88.3	82.3	88.4	88.3	81.1
Preventable CVD	60.4	44.8	49.9	54.9	48.1

<75, Persons (4.04ii) Preventable Respiratory Disease	22.0	20.4	18.7	20.9	18.1
<75, Persons (4.07ii) Mortality	17.6	16.0	17.2	20.2	-
Attributable to PM <75, Persons (3.01) Preventable Liver Disease <75, Persons (4.06ii) Communicable Diseases, Persons (4.08)	15.3	13.8	14.6	12.8	15.9
Suicide Rate, Persons (4.10)	18.4	10.4	14.1	-	10.5
	8.4	8.6	9.3	11.3	10.1

Source: Public Health Outcomes Framework

Key			
Statistically significantly better than England	Statistically similar to England	Statistically significantly worse than England	Not Compared

Air pollution due to PM 2.5 is attributable for 4.7% of all deaths. This is similar to England and is one of the lowest rates in the East of England. In 2010, this was equivalent to 79 deaths. This compares to 7 road casualties (2011 data<sup>4</sup>). If you rank the causes of preventable premature mortality (by mortality rate per 100,000) then the premature mortality due to PM 2.5 is higher than liver disease, infectious diseases and suicide.

In comparison to the area's three nearest socio-economic neighbours, Peterborough has higher annual mean rates of nitrogen dioxide, PM2.5 and PM10 than Milton Keynes and Swindon but lower annual mean rates than Thurrock.

**Figure 3: Air Quality Comparison, Peterborough & Nearest Socio-Economic Neighbours, 2015**

Area	Nitrogen Dioxide Annual Mean	PM 2.5 Annual Mean	PM10 Annual Mean
Peterborough	10.35pgm3	9.67pgm3	14.73pgm3
Milton Keynes	9.42pgm3	9.25pgm3	13.75pgm3
Swindon	9.53pgm3	9.06pgm3	13.65pgm3
Thurrock	14.88pgm3	10.46pgm3	15.34pgm3

Source: Department for Environment, Food & Rural Affairs, <https://uk-air.defra.gov.uk/data/gis-mapping>

## 7. WIDER CONTEXT

### 7.1 One of the UK's fastest growing cities

Whilst Peterborough does not currently have any relevant exceedances of National Air Quality Objectives, as one of the UK's fastest growing cities, it is feasible that this could change in the foreseeable future. This is evidenced by data released by the Department for Transport which collates road traffic statistics to provide estimates of the vehicle miles travelled each year in Great Britain by vehicle type, road category and region. Data for Peterborough shows that since 2013 the number of miles travelled on all Peterborough roads has increased from 1.08 billion to 1.24 billion in 2017 representing a 15% increase. This compares to a 12% increase in road traffic across the East of England and an 8% increase across Great Britain (source: <https://roadtraffic.dft.gov.uk/summary>).

### 7.2 Climate Emergency

In 2019 Peterborough City Council declared a climate emergency and agreed to make the council's activities net-zero carbon by 2030. The motion, which was unanimously agreed by councillors, commits the council to achieving 100% clean energy across its buildings and services by 2030, ensuring that all strategic decisions, budgets and approaches to planning decisions are in line with a shift to zero carbon by 2030. The motion also recommended that the council works with partners, the private sector and young people to develop even more ambitious plans and uses its significant influence locally and nationally to encourage others to do the same. The council's scrutiny panels will consider the impact of climate change and the environment when reviewing council policies and strategies. Benefits realised as a result of the climate emergency are likely, in some cases, to have a positive impact on air quality. The recommendations that are outlined in section 10 of this report provide an initial indication as to the likely effect on climate change.

### 7.3 Possible Implications of Brexit

In May 2019, the House of Commons published Briefing Paper CBP8195, Brexit and Air Quality. The paper sets out the current speculation and what is known so far about what could change in respect of air quality following Brexit. Below is an extract from the report, entitled Brexit: statements, concerns and uncertainties:

“Until a final Brexit agreement is reached with the EU, much of what will happen to air quality standards and enforcement following Brexit is the subject of speculation. The Government has been clear that it has no plans to change limit values and targets for air quality following Brexit. The Government's intention is that pursuant to the European Union (Withdrawal) Act 2018, law derived from the EU, including air quality legislation, would be converted into domestic law after Exit Day. Depending on the terms agreed of any future trading arrangements, once the UK has

left the EU the UK could then potentially amend air quality standards and review any deadlines for meeting them.

While the European Union (Withdrawal) Act 2018 will convert the current framework of air quality targets, the role that EU institutions play in monitoring and enforcing these targets will be lost. There has been considerable debate over the loss of the role of EU institutions in monitoring and enforcing environmental law, including on air quality, following Brexit and over the future of EU environmental principles.

In response to concerns raised, the Government held a consultation on environmental principles and governance from May-August 2018. It proposed the creation of a new statutory independent environmental watchdog to hold government to account on its environmental obligations; and options for establishing environmental principles in the UK. A draft Environment (Principles and Governance) Bill was published on 19 December 2018. A Library briefing paper, Environmental principles and governance: the draft Bill, provides background and reaction to the Bill. A further part to this Bill is expected to be published in the next Parliamentary session which will include legislative measures to improve air quality, stemming from proposals in the Government's Clean Air Strategy 2019.

One of the areas that the Government has indicated that it might change post-Brexit is how air quality is monitored and assessed in order to provide requirements that are more targeted and focussed to UK needs.

Some of the Government's Brexit "no deal" preparation technical notices have implications for air quality policy. These include:

- Upholding environmental standards if there's no Brexit deal;
- Industrial emissions standards ('best available techniques') if there's no Brexit deal, 13 September 2018; and
- Reporting CO<sub>2</sub> (Carbon Dioxide) emissions for new cars and vans if there's no Brexit deal, 13 September 2018

For further information on related issues see Library briefing papers, Air Pollution: Meeting Nitrogen Dioxide Targets and Brexit and the environment."

(House of Commons Library, Brexit and air quality May 2019).

#### **7.4 Air pollution versus walking or cycling**

It is a common misconception that walking or cycling in areas with levels of poor air quality is harmful to health. The reality is that evidence shows that this is often not the case. For example, a study by the International Society of Exposure Science and the International Society for Environmental Epidemiology looked into whether active commuting would increase the intake of particulate matter. It concluded that switching to working from home on days with high air pollution would not lead to any health benefits in any of the cities examined (Helsinki, London,



Sao Paulo, Warsaw, Beijing, New Delhi), in addition, there are greater benefits to health by being physically active than avoiding areas of poor air quality as a single measure to improve health outcomes.

## 8. WHAT WE ARE DOING ALREADY

This section of the report details how air quality considered in organisational policies, strategies and services.

### 8.1 Industrial Emissions:

The Industrial Emissions Directive (IED) aims to prevent and reduce harmful industrial emissions across the EU, while promoting the use of techniques that reduce pollutant emissions and that are energy and resource efficient. The requirements of the IED are regulated by the Pollution Team in Peterborough. Not all processes are regulated. The Regulations prescribe process thresholds considered to be proportionate to the environmental risk posed. For example, a car re-sprayer would have to be using more than 1 tonne of VOCs per annum to require regulation. Most small and medium sized car re-sprayers do not reach this threshold.

The Pollution Team has been at the forefront of reducing industrial pollution, using a proportionate framework of national regulation to require industry to improve their environmental performance. Industry has responded with investment and innovation to meet these standards. For example, limits on the emission of NO<sub>x</sub> and SO<sub>2</sub> from combustion sources have been set, particulate emissions from mineral processes restricted, solvent usage of coating (e.g. paint) processes reduced and fuel pumps/ delivery redesigned to recover petrol vapour.

Since 1990, national industrial emissions of nitrogen oxides to air have reduced by 74%, emissions of sulphur dioxide have reduced by 97% and emissions of volatile organic compounds have reduced by 73%.

In Peterborough there are 58 regulated industrial processes. These are inspected routinely according to environmental risk. These processes are required to pay fees to fund the regulatory activities associated with the regime. The fees are determined by DEFRA. This currently amounts to an annual income of £16,500. Cost accounting has to be made publicly available to demonstrate that the fees charged have been directed towards the provision of the service. An annual statistical return, including the cost accounting details, has to be made to DEFRA.

One particularly notable example of the effectiveness of the regime is the reduction of solvent emissions from a Peterborough based industrial process. Through a combination of factors, but primarily the development of water-based paints suitable for use for coating engines, emissions of volatile organic compounds (VOC's) have been reduced from in the region of 200 tonnes per annum to approximately 15 tonnes per annum for the same product output capacity. [VOCs are chemicals which evaporate into the air at room temperature. They are emitted from many sources, including production processes, household chemicals, solvent use and different kinds of combustion] (DEFRA, Clean Air Strategy, 2019).

## 8.2 Planning

The spatial planning system has an important role to play in improving air quality and reducing exposure to air pollution (EPUK & IAQM, 2017). In Peterborough Local Planning Policy LP13 Transport states that “Developers will be required to ensure proposals for major new developments are assessed, using appropriate methodologies (such as Travel Plans, Transport Assessments and Transport Statements), for their likely transport impacts. Major development proposals adjacent to international and nationally designated biodiversity sites will require an air quality assessment to demonstrate no significant adverse effect on sensitive features. Major development located not immediately adjacent, but within the vicinity of, such designated sites, may also require an air quality assessment if there is the possibility of a significant adverse effect arising“. In addition, LP17 Amenity Provision also ensures that “New development should not result in an unacceptable impact on the amenity of existing occupiers of any nearby properties. These impacts may include, adverse impact on air quality from odour, fumes, dust, smoke or other sources.” Where applicable Officers are consulted on developments to assess the effect of changes in exposure of members of the, for example, major demolition or construction projects, stone/sand and gravel operations, introduction of new receptors adjacent to major roads, and the introduction of major roads near to residential areas. Applications are considered in line with national guidance and best practice. Where necessary officers require air quality assessments and appropriate mitigation measures.

## 8.3 Smoke Control

Peterborough has a number of smoke control areas, where it is an offence to emit smoke from a chimney within these areas. Exempt appliances and authorised fuels may be used in these zones. Maps showing the extent of the smoke control areas are available on the Council website <https://peterborough.maps.arcgis.com/apps/webappviewer/index.html?id=1e47538c3218418e86741bf13a33a04b>. Complaints relating to non-compliance with the smoke control legislation are investigated by officers, and where appropriate enforcement action is taken.

## 8.4 Travelchoice and Infrastructure Measures

It is crucial to that these activities are often, if not always, undertaken primarily for other purposes i.e. reducing congestion and/or improving health. Air quality is often a secondary benefit.

<b>Anti-idling Campaigns</b>
Over the last year, Travelchoice has worked with three schools to deliver various initiatives to discourage idling outside of the school gates whilst raising awareness of issues concerning air quality and the additional benefits of healthy and active travel. The team is reviewing the success of the initiatives (such as student-led banner design competitions, face-to-face engagement and active travel promotion) to ascertain the most successful interventions so

that further campaigns can be rolled out to other schools in the future as and when resources become available.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing
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### Participation in National Campaigns

Travelchoice encourages schools to participate in several national campaigns that promote sustainable and active travel modes. Over the last 3 years there has been an increasing number of schools participating in campaigns such as Walk to School Week, the Big Pedal and Bike to School Day. In September 2019 Travelchoice commenced a trial of Modeshift STARS with our schools in the city. The Modeshift STARS initiative provides schools with an online platform to record travel survey information, school Travel Plans, and offers schools a range of resources and advice to complement safe and active forms of travel.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing
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### Air Quality Testing Kits

Last year, Travelchoice trialled air quality monitoring kits (available to all schools for free from Friends of the Earth) outside Queens Drive Infants. Whilst the kits recorded no changes in air quality they were successful in raising the issue and promoting interventions (such as anti-idling and the benefits of sustainable travel) that contribute to improved air quality. Last year, Travelchoice also held Peterborough's first 'School Streets' day outside Ravensthorpe Primary. School Streets involves closing the road outside a school to encourage walking, cycling, scooting or park and stride.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing
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### Travel Plans

School Travel Plans have proven to be successful in reducing the number of pupils and staff travelling to school by private car. 38 schools in Peterborough have a bespoke Travel Plan. Travelchoice continues to work with schools to ensure that Travel Plans are kept current and up-to-date and include travel mode evidence, clearly defined objectives and targets, details of proposed actions, timescales, responsibilities and proposals for monitoring and review.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing
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### Bespoke Walking and Cycling Maps

Travelchoice works with schools to identify key walking and cycling routes to school sites. Postcode plots are used to identify where pupils live in relation to their school, identifying cluster groups and potential walking and cycling routes on the school journey. This information,

together with the census data can be used to target groups or areas that would benefit from targeted information to reduce car use on school journeys. As a result bespoke Walking and Cycling (an on occasion Bus) Maps are produced and distributed.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing
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### School Events

Travelchoice regularly visits schools in the city to participate in events and initiatives to encourage sustainable, safe and active travel. Attending parents evenings, school fairs and special event days (health, wellbeing, environment days) with activities such as 'bling your hi-vis', smoothie bike, cycle-powered cinema, led cycle rides, etc. to highlight the benefits and fun that active and sustainable travel can have.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing
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### Business Travel Plans

There are currently 62 businesses with travel plans (against a target of 90 by 2021). Travelchoice has developed a Business Travel Plan Toolkit which includes templates and an automatic survey reminder. Therefore, updates to Travel Plans in the future should be a simpler process.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing
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### Bespoke Travel Planning Projects

Travelchoice has undertaken a series of bespoke travel planning projects with individual businesses and business clusters in and around the city to encourage staff to travel in a more sustainable and healthy way. The most recent example is the 2018 Lynch Wood Travel Planning project. Over 6 months, Travelchoice worked with three main business clusters within the Lynch Wood Business Park, engaging with eight businesses in total (Thomas Cook, Diligenta, Tata Consultancy Services, Kidney Research UK, Wave, Atkins, RSA and Coloplast). The events were well attended, and we were able to obtain baseline travel data to review in future years. The travel data collected at the events show that nearly two thirds of people currently travel to work in single-occupancy vehicles. However, when this is compared to staff postcode data it becomes apparent that there is the potential for approximately 35% of staff to walk or cycle. We will ensure that future initiatives and events will be tailored to promote (in particular) walking and cycling.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing
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<b>Adult Cycle Training</b>		
Travelchoice offers all residents the opportunity to receive a free 90-minute one-to-one cycle training session. The sessions are delivered by a fully-qualified cycle trainer and cover the basic skills needed for safe on-road cycling. Additional sessions (if necessary) are then offered at a reduced rate of £15 per hour.		
<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing

<b>Business Grant Scheme</b>		
Businesses in Peterborough can apply to the Council's Business Grant Scheme for match funding (up to £3k) for sustainable travel infrastructure (such as cycle parking or electric vehicle charging posts). Over the last 12 months the Council has provided £9k in Business Grant match funding to City College Peterborough (EV charging infrastructure), Hobarts UK (cycle parking) and Anglian Water (EV charging infrastructure).		
<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Promotion of 'Smarter Choices' travel and car sharing

<b>Electric Taxi Bid</b>		
The Council secured £90k with £22.5k match funding to install four rapid chargers for the local taxi fleet, supporting a transition to ultra low emission vehicles. Whilst the Council does not have data available for private hire vehicles (due to limitations in the operating system) data shows that in respect to hackney carriages 2.5% of the current fleet are ULEV's.		
<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> High	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Electric vehicle charging points in public car parks and for taxis

<b>Electric Charging Infrastructure</b>		
The Council has installed EV charging posts in 9 public locations within the city centre. Most posts have the ability to charge two vehicles at one time. In addition, the Council has committed to creating a charging hub in the Riverside car park which will consist of 3 additional chargers which will allow 6 vehicles to charge at one time. This provision is in addition to privately owned charging posts at various businesses, shopping centres and leisure facility locations. The Council will continue to install additional charging posts and explore additional funding opportunities. Recent statistics from Department for Transport show the our local authority has had the largest increase in electric vehicles anywhere in the country in the last year with 8,249 new vehicles registered, a jump of 2,824 compared to the previous 12 months. This represents the biggest rise in the UK. A vehicle licensing statistics report produced by the Department for Transport in 2018 showed that 4.9% of licensed vehicles in Peterborough are ULEVs.		
<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> High	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Electric vehicle charging points in public car parks and for taxis

<b>Integrated Transport Block Funding</b>		
<p>The Council receives Integrated Transport Block funding from the Department for Transport via the Cambridgeshire and Peterborough Combined Authority on an annual basis. This funding (currently £1.407m per year), is used to fund small-to-medium-sized highway improvements. The majority of this funding is used to make walking, cycling and public transport improvements, as well as installing additional electric vehicle charging posts.</p>		
<p><b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low</p>	<p><b>Reduces PM2.5 emissions:</b> Yes</p>	<p><b>AQASR action:</b> Well developed and safe pedestrian connections throughout the City / walking and cycling infrastructure improvements</p>

<b>Local Cycling and Walking Infrastructure Plans</b>		
<p>In 2017, the Government published its first Cycling and Walking Investment Strategy setting out its ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. Local Cycling and Walking Infrastructure Plans (LCWIPs), are a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period. The Council submitted a successful expression of interest to the DfT for technical support to develop a LCWIP for Peterborough. It is anticipated that our draft LCWIP will be submitted to the DfT shortly and will be available for public review in 2020.</p>		
<p><b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low</p>	<p><b>Reduces PM2.5 emissions:</b> Yes</p>	<p><b>AQASR action:</b> Well developed and safe pedestrian connections throughout the City / walking and cycling infrastructure improvements</p>

<b>Bikeability</b>		
<p>Bikeability is the 21st century 'cycling proficiency' designed to give children confidence and skills for riding a bike. There are 3 levels of training; level 1 starts when a child has already learnt to ride a bike, progression on to level 2 for children aged 10-11 years and finishing on level 3 for children aged 11-18 years. The number of pupils in Peterborough that have received Bikeability training over the last year (up to July 2019) are: Level 1 - 683 pupils; Level 2 - 1134 pupils; Level 3 - 73 pupils; Balance Bike training (early years) - 123 pupils; Learn to Ride - 50 pupils. On average around 50 of our city schools receive Bikeability training each year. Several factors are attributable to schools not participating in the scheme, ranging from clashes in the timetable with exam prep, children simply not owning a bicycle and Ofsted pressures on core curriculum subjects.</p>		
<p><b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low</p>	<p><b>Reduces PM2.5 emissions:</b> Yes</p>	<p><b>AQASR action:</b> Bikeability (Cycle Proficiency training in Schools)</p>

<b>Bike-It</b>		
<p>The Council commissions Sustrans (a UK sustainable transport charity) with funding from the Cambridgeshire and Peterborough Combined Authority to further promote sustainable travel</p>		



through the Bike-It programme. The overall aim of Bike It is to significantly increase the number of young people regularly travelling safely using active and sustainable modes of transport, with a particular focus on walking, cycling and scooting. Each year schools are encouraged to participate in the National Big Pedal competition and in March 2019 St Thomas More finished 9th nationally out of nearly 800 large primary schools with over 94% of pupils taking part.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low	<b>Reduces PM2.5 emissions:</b> Yes	<b>AQASR action:</b> Bike-It (Walking and Cycling Promotions/Activities in Schools) Joint initiative between 'Peterborough Environment City Trust (PECT) & Travelchoice.
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In addition to these measures the Council also undertakes an annual staff travel survey in February. The results of the survey are listed below:

<b>Travel Mode</b>	<b>2018 results (pre-Sand Martin House and agile working)</b>	<b>2018 – Sand Martin House</b>
Car (driver)	65.2 %	45.7 %
Car (passenger)	4.3 %	5.6 %
Walk	12.6 %	11 %
Cycle	9.1 %	10.5 %
Car share	0.4 %	0 % (see car passenger %)
Bus	4.8 %	4.7 %
Train	2.6 %	1.5 %
Motorcycle	0.5 %	0.2 %
Taxi	0 %	0 %
Other (inc agile from 2018)	0.5 %	20.8 %

As a direct result of the survey responses, the Council has increased provision of pool bicycles (including 2 electric bicycles), arranged a series of staff engagement opportunities to deliver bespoke and personalised sustainable travel information to staff and is installing a public bicycle pump and repair station at Sand Martin House.

In addition, the move to a more agile way of working has proven to have had an impact on staff travel habits and the associated benefits of health, wellbeing and the environment. These results will now inform the adoption of a new Travel Plan working document for staff and visitors.



## **8.5 Local Transport Plan (LTP)**

The directly-elected Mayor and the Cambridgeshire and Peterborough Combined Authority hold strategic transport powers and are the Local Transport Authority for the Cambridgeshire and Peterborough area. They are responsible for allocating local transport funding to the most important transport needs to help improve traffic flow, reduce congestion, improve road safety, increase walking and cycling and improve accessibility, amongst other things. The Combined Authority sets the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan. Peterborough City Council previously had these powers and produced its own Local Transport Plan (LTP) but this is now a function of the Combined Authority.

The vision for the LTP is to deliver a world class transport network for Cambridgeshire and Peterborough that supports the sustainable growth and health and wellbeing of our communities, providing opportunities for all. The goals are to; deliver economic growth and opportunity for all our communities; provide an accessible transport system to ensure everyone can thrive and be healthy; and enhance our environment and tackle climate change together. There are a number of different objectives that underpin this including an objective to ensure transport initiatives improve air quality across the region to exceed good practice standards.

The LTP recognises that the levels of economic and population growth forecast for the Combined Authority area will result in an increased demand for travel, including road freight, which contributes a disproportionate amount of polluting emissions in terms of vehicle numbers. The Combined Authority has a responsibility to implement measures that ensure improvements to air quality can continue to be delivered alongside growth by creating conditions that will change travel behaviour and bring about the use of cleaner vehicles. Reductions in vehicle mileage by removing journeys altogether and moving remaining journeys to sustainable modes such as walking, cycling and public transport is important but needs to be achieved alongside improvements to the transport infrastructure and vehicle fleet to enable sufficient uptake of lower emission transport modes. The key areas identified for action to be supported through the Local Transport Plan, include:

- reducing vehicle emissions, particularly from taxis, buses, coaches, and HGVs
- maintaining low emissions through the planning process and long-term planning
- improving public health

The policies for improving air quality within the Combined Authority area are focused on harnessing improvements to vehicle technology and disincentivising travel by high-polluting modes to reduce road traffic emissions. There are clear synergies with encouraging the use of sustainable and active modes. Crucially, all further scheme development must include consideration of the impact on air quality.

## **8.6 Local Plan**

The Local Plan objectives link to the Environment Action Plan and aims to reduce reliance on fossil fuels and to minimise pollution which affects human health. The Transport Policy (LP13) also links to the requirements of the Local Transport Plan which aims to reduce the need to travel, especially by car. The Biodiversity and Geological Conservation Policy (LP28) aims to address adverse impacts such as air pollution. The following policies also influence air quality:

- Presumption in Favour of Sustainable Development (Policy LP1)
- Health and Wellbeing (Policy LP7)
- Trees and Woodland (Policy LP29)

In addition, we currently aim to add policy requirements on impacts to human health and health impact assessments into the emerging Cambridgeshire and Peterborough Minerals and Waste Local Plan. The nature of minerals and waste management development can have implications relating to the issue of air quality, therefore an appropriate and effective policy framework is required to address this.

## **8.7 Trees and Woodland strategy**

The value of trees, in respect to urban air quality, has long been recognised by the Council. In contrast to grey infrastructure, trees provide a comparatively large surface area for deposition of pollutants and thereby remove more PM, NO<sub>2</sub>, and O<sub>3</sub> (Ozone). Equally, at street level, trees can help alter the flow of air, leading to the dilution of pollutants and also separating local clean air from less clean regional air. The Council has a policy in the Trees and Woodland Strategy that requires developers to submit details of tree species, size and planting stock to be used and numbers to be planted as part of their proposals. The policy also requires that planting should aim to replace any loss of biomass, and where practicable, retain or increase the canopy cover on site.

In 2014 a canopy cover survey was commissioned which involved analysing aerial photography and measuring the area occupied by tree crowns. This found that the average canopy cover in the City is 9.43%. The Council's Trees & Woodland Strategy aims to target increasing canopy cover in those wards with lowest coverage. In addition, the Council will, wherever possible, work in partnership with Peterborough Environment City Trust to deliver its aspiration to plant more trees within the Forest for Peterborough project.

## **9. NATIONAL GOOD PRACTICE**

The group reviewed actions undertaken by a number of other councils including Nottingham City Council, Leicester City Council and Bristol City Council. Further information about the work undertaken by these authorities can be found in appendix B.

It was, however, difficult to find examples of cities comparable to Peterborough in terms of both size, transport network and with no exceedances of air quality standards. As such, whilst this exercise has added some value, the group have used other accepted methodologies for ascertaining the potential impact any future intervention may have.

## 10. FINDINGS AND RECOMMENDATIONS

The following section is intended to inform the air quality ambitions of Peterborough City Council. The group recognises that whilst Peterborough does not currently have any exceedances of relevant National Air Quality Objectives any improvements in air quality will have positive health benefits. The group also feel that such improvements are also likely to have a positive impact in terms of contributing to tackling climate change.

Having spoken to various key witnesses and having received information and evidence from officers to understand the current situation and what evidence-based actions could be taken locally by different stakeholders the Task and Finish Group concluded that there are a number of recommendations required as follows. Each of these recommendations have been indicatively assessed using guidance from the Department for Environment and Rural Affairs (February 2018): Local Air Quality Management Technical Guidance (TG16) and Public Health England (March 2018): Review of interventions to improve outdoor air quality and public health.

These measures are in addition to those already committed to in Chapter 8.1 What we are doing already Each measure has been categorised in terms of its effectiveness in reducing NOx and PM10, and if there is a positive effect on reducing PM2.5 emissions. The 'Effect' levels of High (Green), Medium (Amber) or Low (Red) are derived from information included in Local Air Quality Management Technical Guidance (TG16) <sup>(1)</sup> or Public Health England's 2019 document, Review of Interventions to Improve Outdoor Air Quality and public health <sup>(2)</sup>. Where a measure is marked as neutral this indicates that the effectiveness of the measure is dependent on how it is implemented; e.g. green infrastructure requires careful planning as well as being combined with other measures, as poor design or species selection can have a negative impact on air quality.

**Recommendation 1:** Work with the Cambridgeshire and Peterborough Combined Authority (CPCA) to encourage them to use their Passenger Transport Powers to secure air quality benefits. This should include: supporting the Council and Stagecoach to relocate the bus depot; improve vehicles to reduce emissions from the fleet; ensure the lowest emission vehicles only are used in areas of poorer air quality; consider the introduction of orbital bus routes; introduce bus priority measures; and, encourage young people to use public transport.

The Group are aware that the CPCA are midway through their programme of bus task reform, however, the group recommend that further pressure is put on operators to improve fleet vehicles quickly to remove the worst emitting vehicles from the city's roads. In particular, the CPCA should ensure Stagecoach delivers on its commitments to improve the local vehicle

fleet as outlined in section 4.3 of this report.

The Group would like to request that the CPCA undertake its process of bus reform, and reach a decision on franchising, in a speedy manner in order to ensure benefits are felt for residents as soon as possible.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> High	<b>Reduces PM2.5 emissions:</b> Yes	<b>Budget required:</b> Nil – this can be incorporated into existing work
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**Likely impact on the climate emergency declaration:** Positive

**Recommendation 2:** Undertake a parking review with the aim of discouraging single occupancy car travel and prioritising Ultra Low Emission Vehicles.

The group recognises the steps that have been undertaken to date to install electric vehicle charging infrastructure into car parks and the plans in place to improve these.

The group however would like to request the relevant officer within the council undertakes a feasibility study to review the current policy and parking charges with the aim of discouraging single occupancy car travel.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> High	<b>Reduces PM2.5 emissions:</b> Yes	<b>Budget required:</b> Nil – this can be incorporated into existing work
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**Likely impact on the climate emergency declaration:** Positive

**Recommendation 3:** Increase the activities undertaken to encourage residents to opt for active modes of transport including robust evaluation and monitoring.

The Group recognises the extensive work already undertaken by the Travelchoice team with the support of the Cambridgeshire and Peterborough Combined Authority but recognises the current resource limitations of the team's work.

The Group would like to increase the FTE in the team from two to three because the overwhelming evidence received by this working group suggests that any action that can be taken to reduce the use of motorised vehicles will have a positive effect on air quality and health. The Group would specifically like to see Travelchoice increase the number of 'schools streets' initiatives that take place annually. In order to achieve this the Group recommends that the Council seeks additional funding from the Cambridgeshire and Peterborough Combined Authority.

The group recommends that the Cabinet and/or the Combined Authority investigate the feasibility of exercising the power under the Transport Act (1998) to introduce a workplace parking levy as a means of discouraging car use.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> (Broad scope range from High to Low)	<b>Reduces PM2.5 emissions:</b> Yes	<b>Budget required:</b> £32k
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**Likely impact on the climate emergency declaration:** Positive

**Recommendation 4:** Identify the feasibility of introducing a new policy to ensure that all taxi and private hire vehicles use alternative low emissions fuels only by 2030.

The group recognises the steps that have been undertaken to date to support the taxi and private hire vehicle federations to improve their fleets.

The group, however, would like to commission the relevant officer within the council to ascertain the feasibility of introducing a policy whereby all vehicles are mandated to use alternative fuels only by 2030. The Group would like officers to explore ways in which this work could be achieved within existing resources and if this proves unsuccessful seek capacity funding from future budget setting rounds.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Medium	<b>Reduces PM2.5 emissions:</b> Yes	<b>Budget required:</b> £30k
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**Likely impact on the climate emergency declaration:** Positive

**Recommendation 5:** Work in partnership with the Cambridgeshire and Peterborough Combined Authority (CPCA) to develop a Mass Rapid Transit (MRT) proposal for the city.

The Group recognise that work has already commenced to investigate the feasibility MRT and request that the CPCA recognise the benefits of MRT on air quality and prioritise bringing forward a suitable scheme for Peterborough.

<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Medium	<b>Reduces PM2.5 emissions:</b> Yes	<b>Budget required:</b> Nil – this can be incorporated into existing work
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**Likely impact on the climate emergency declaration:** Positive

**Recommendation 6:** Support local businesses to make the investment necessary to encourage the transition to active modes of travel and alternatively fuelled vehicles.

<p>The group recognises the steps that have been undertaken to offer business grants to local firms with the aim of supporting staff to adopt active travel methods. However, the group also recognises that these grants are not always taken up and as such would like to recommend that details of the grants are shared with Councillors so that uptake can be encouraged via direct contact with local businesses.</p>		
<p><b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> Low</p>	<p><b>Reduces PM2.5 emissions:</b> Yes</p>	<p><b>Budget required:</b> Nil – this can be incorporated into existing work</p>
<p><b>Likely impact on the climate emergency declaration:</b> Positive</p>		

<p><b>Recommendation 7:</b> Identify opportunities to install or maximise the benefits of green infrastructure to provide barriers between people and emissions.</p>		
<p>The Group recognises that in specific situations green infrastructure, in particular trees and hedges, not only have an intrinsic value but can provide small improvements to air quality by absorption of pollutants into their leaves and also create an effective barrier to reduce exposure to air pollution.</p> <p>The Group recommends:</p> <ul style="list-style-type: none"> <li>• Further development of the Integrated Transport Programme of capital works to identify any opportunities to utilise green infrastructure.</li> <li>• At the next opportunity to review LP29 (Local Planning Policy) (Trees and Woodland) officers should further develop this policy to ensure opportunities to utilise green infrastructure to improve air quality are maximised.</li> <li>• Prior to any changes to LP29 when considering planning applications officers to consider maximising the use of green infrastructure to achieve air quality benefits.</li> <li>• (NB this measure has been scored based upon the Public Health England Document Review of Interventions to Improve Outdoor Air Quality).</li> </ul>		
<p><b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> *potentially (location dependant)</p>	<p><b>Reduces PM2.5 emissions:</b> Unknown</p>	<p><b>Budget required:</b> Nil – this can be incorporated into existing work</p>
<p><b>Likely impact on the climate emergency declaration:</b> Positive</p>		

<p><b>Recommendation 8:</b> Explore opportunities for further pedestrianisation in all future public realm works.</p>		
<p>The Group recognise that in the future the Council will undertake public realm improvement works. Due to the positive links between active travel and air quality, the group recommends</p>		

that ease of access including pedestrianisation is considered at the outset of future development, ensuring that all users' needs are considered.		
<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> low	<b>Reduces PM2.5 emissions:</b> yes	<b>Budget required:</b> Nil – this can be incorporated into existing work
<b>Likely impact on the climate emergency declaration:</b> Positive		

<b>Recommendation 9:</b> Work in partnership with Fenland District Council to evidence the basis for revocation of AQMA No1.		
<p>The Group recognises that there have been no measured exceedances of the SO<sub>2</sub> objective levels in Peterborough since AQMA No1 was declared (April 2007). Where pollutant concentrations are consistently below the objective levels local authorities can apply to revoke an AQMA (LAQM-TG16-February-18-v1).</p> <p>The Group recommends that Officers work in partnership with Fenland District Council to gather evidence to apply to DEFRA to revoke the AQMA No1.</p>		
<b>Effect on reducing NOx and PM 10 emissions (low, medium, high):</b> NA	<b>Reduces PM2.5 emissions:</b> NA	<b>Budget required:</b> Nil – this can be incorporated into existing work
<b>Likely impact on the climate emergency declaration:</b> None		



## **11. FINANCIAL IMPLICATIONS**

It is recognised that the Council is already undertaking a number of activities that have a positive impact on air quality across the city. However, the group is also aware that the rate at which Peterborough is growing, alongside the recognition that any improvement in air quality is likely to have positive impacts on health, means that there is clear evidence that further investment should be made to improve air quality.

The majority of the recommendations detailed in section nine above have no additional resource implications for the Council and can be delivered within existing resources. Two of the recommendations will involve additional investment amounting to £67k annually. However, officers are in the process of exploring the feasibility of seeking additional external funding and/or delivering the recommendations within existing resources. As such these recommendations will not result in a budget pressure at this stage. It is recommended that this is revisited in six months' time and a capacity bid developed if no alternative sources of funding are forthcoming

In addition to the financial implications detailed above the Group recommends that officers continue to seek sources of alternative funding as and when opportunities arise.

## **12. LEGAL IMPLICATIONS**

In Peterborough there are no exceedances of relevant National Air Quality Objectives, which the Council reports on annually. The Council is currently full filling its legal obligations in relation to air quality. The recommendations proposed in this report will further strengthen the Council's position but are not legally required.

### 13. REFERENCES

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Public Health England Outcomes Framework [Online] Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/0/gid/1000043/pat/6/par/E12000006/ati/101/are/E06000031/iid/30101/age/230/sex/4> (Accessed on: 27 November 2019).

Public Health England (March 2018): Review of interventions to improve outdoor air quality and public health [Online: Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/795185/Review\\_of\\_interventions\\_to\\_improve\\_air\\_quality.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/795185/Review_of_interventions_to_improve_air_quality.pdf)] (Accessed on: 16 October 2019).

## 14. GLOSSARY

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values.
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives.
ASR	Annual Status Report - the annual air quality report submitted to DEFRA.
CO <sub>2</sub>	Carbon Dioxide.
COMEAP	Committee on the Medical Effects of Air Pollutants.
DEFRA	Department for Environment, Food and Rural Affairs.
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by Highways England.
EU	European Union.
EV	Electric Vehicle.
IED	Industrial Emissions Directive.
LAQM	Local Air Quality Management.
LCWIPs	Local Cycling and Walking Infrastructure Plans.
LTP	Local Transport Plan.
NO <sub>2</sub>	Nitrogen Dioxide.
NO <sub>x</sub>	Nitrogen Oxides.
O <sub>3</sub>	Ozone.
PECT	Peterborough Environment City Trust.
PM <sub>10</sub>	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less.
PM <sub>2.5</sub>	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less.
SO <sub>2</sub>	Sulphur Dioxide.
UKAS	United Kingdom Accreditation Service.

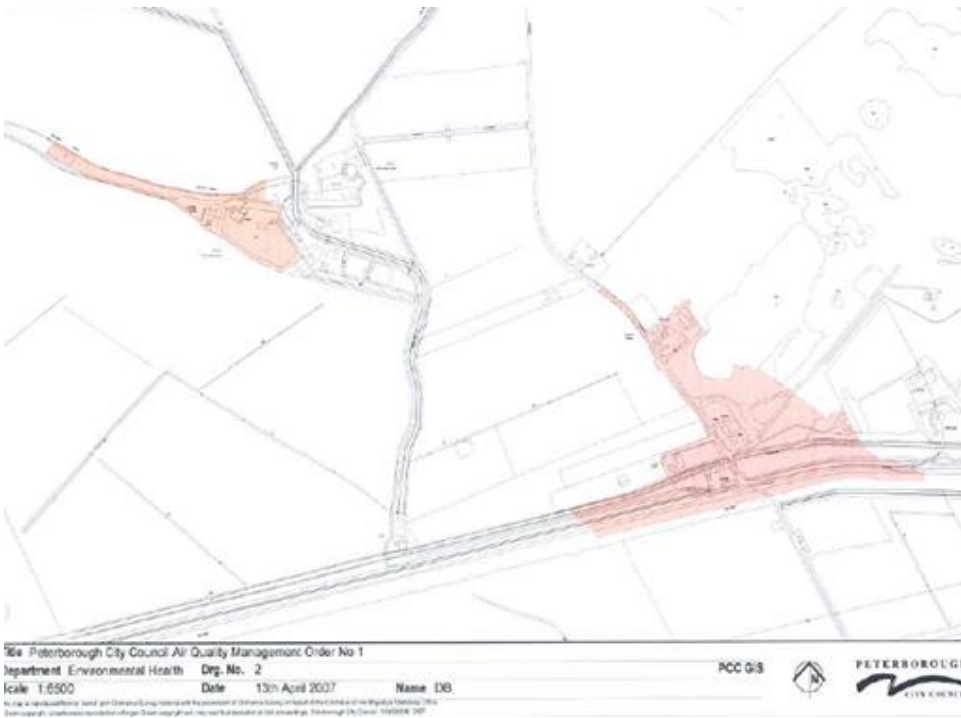
ULEV	Ultra-Low Emission Vehicles.
VOC	Volatile Organic Compound.

## 14. APPENDICES

### Appendix A: Peterborough Diffusion Tube Monitoring Locations October 2019



**Appendix B: Air Quality Management Area (AQMA No1)**





## **Appendix C:** Activity in other cities.

The following section provides an overview of some of the work undertaken in other authorities:

**Nottingham City Council:** In July 2017 DEFRA and the Department for Transport (DfT) jointly released the “UK Plan for Tackling Roadside Nitrogen Dioxide Emissions”. This plan named Nottingham and a number of other Local Authorities areas as having persistently high levels of Nitrogen Dioxide. The Secretary of State for Environment directed that Nottingham City Council produce a local plan to show how compliance with the air quality directive will be reached before 2020. Nottingham City Council have committed to a number of actions including:

- Developing an integrated public transport system - The Council recognises that public transport is a major part of the solution to poor air quality and therefore has developed a comprehensive strategy to improve the public transport offering to citizens and businesses. For the last 15 years Nottingham City Council has been developing an integrated public transport system, in partnership with local operators, which offers a viable and high-quality alternative to car travel. The bus and tram network has grown from 67 million (2004) and currently carries over 78 million passenger journeys annually.
- Supporting the uptake of EV charging - Nottingham City Council was successful in its bid for over £6m to help fund a range of innovative measures that will deliver the uptake of an additional 8,000 ULEVs on their roads by 2020.
- Hackney carriages - The Council has adopted a target to ensure that every Hackney Carriage in Nottingham should be an ultra-low emission vehicle (ULEV) by 2025, with at least 40% of the fleet an ULEV by 2020.
- Cycle ambition programme - The City Council secured £6.1m through the Local Enterprise Partnership to kick-start an overhaul of Nottingham's cycling facilities. The aim of the programme has been to increase the number of people cycling on a regular basis by 10% by 2025. To do that the City Council has built a series of cycle routes, with four main cycle corridors into the city centre, these have achieved high quality routes based on Transport for London best practice and segregated from traffic where possible. The development of a high-quality city centre cycle hire facility is also an important component of this strategy.
- Behaviour change - Nottingham City Council was recently successful in winning £2.7m funding from the DfT's Access Fund to deliver a programme of

behaviour change activities working with households and businesses to promote sustainable travel options to improve air quality, including support for cycling.

- The Clear Zone - encompasses a number of restrictions that prevent general traffic from accessing the largely pedestrianised central core of the City Centre, though special access permits are issued by the Council to allow loading and unloading between 10am and 4.30pm.
- Workplace parking levy - Major aspect of Nottingham City Council's Approach to promoting sustainable transport is the Workplace Parking Levy (WPL). The WPL scheme is a congestion charge designed to encourage employers to reduce the number of free workplace parking places they provide to staff and switch to alternative modes of transport. The scheme is largely administrative with employers managing their own account online. Since charging began in 2012 over £44 million of revenue has been generated with 100% compliance from liable employers, and over 99.9% of potential revenue has been collected. The WPL team operates at less than 5% of revenue cost, and their prevailing ethos is about achieving compliance rather than taking enforcement action.
- Clean Bus Technology Fund - Nottingham City Council sees public transport as part of the solution to tackling poor air quality in the city. Historic investment our bus fleet means that Nottingham City Transport (NCT) has a relatively modern fleet of mainly Euro 5 diesel buses, the oldest of which is just over 7 years. Nottingham has set ambitious targets of having one of the least polluting bus fleets in the country. The city council saw retrofitting NCT's fleet of Euro 5 buses as a way of achieving this. In 2017 The City Council applied for £2.7m from the Clean Bus Technology Fund. The fund would enable the retrofit of a 161 Euro V buses to Euro VI standard by NCT (in addition 5 Euro III training vehicles would also be retrofitted to Euro VI standard) and 5 Vehicle Euro V vehicles operated on our contracted Locallink service would be retrofitted to Euro VI standard.

Full details of activity in Nottingham can be found here:  
<https://www.transportnottingham.com/policies/air-quality/>

**Leicester City Council:** Leicester exceeds statutory guidelines of 40µg/m<sup>3</sup> for nitrogen dioxide (NO<sub>2</sub>) in several areas of the city. The majority of this pollution comes from road traffic emissions along major routes into the city (there are over 29,000 daily car commuters into the city in 2014, with the average commuted distance being six miles) and in the city centre. As such the majority of actions relate to road traffic as follows:



- To lobby and work with central government to introduce national measures to progressively reduce polluting emissions from diesel vehicles, for example through fiscal regimes and disseminating national initiatives locally, such as promoting the uptake of low emissions vehicles.
- To introduce a low emission zone focussed initially on buses using Haymarket bus station and St Margarets bus station, by 2017, and to work towards an ultra-low emission zone (ULEZ) for all vehicles over the period to 2026, or sooner if possible.
- To work with bus, freight, rail and taxi transport sectors to reduce their environmental impact.
- To increase the uptake of ultra-low emission vehicles by residents and business.
- To progressively reduce emissions by 50% by 2025 from the council's fleet operations.
- To implement a sustainable procurement guide in 2016.
- To deliver a phase ii 'connecting Leicester' initiative by 2019 encouraging walking and cycling.
- To increase the uptake of more sustainable transport options.
- To increase the number of public transport trips.
- To deliver our Leicester cycle action plan (2014 – 2024) and integrate walking initiatives.
- To optimise our highway network.
- To deliver a programme of 20mph zones.
- To deliver a parking improvement programme.
- To ensure air quality considerations are embedded into the new local plan to be adopted in 2017.
- Using trees and plants to reduce air pollution

Full details of activity in Leicester can be found here:

<https://www.leicester.gov.uk/media/180653/air-quality-action-plan.pdf>

**Bristol City Council:** Due to forecast air quality exceedances Bristol City Council has been directed by the Minister to produce a Clean Air Plan to achieve air quality improvements in the shortest possible time. In line with Government guidance, as part of the Plan Bristol City Council is considering implementation of a Clean Air Zone (CAZ), including both charging and non- charging measures. CH2M has been commissioned by Bristol City Council (BCC) to produce a Strategic Outline Case for the delivery of a package of measures which will bring

about compliance with the Limit Value for annual mean nitrogen dioxide in the shortest time possible in Bristol.

In June 2019 Bristol's Cabinet approved consultation on two options derived from the work done in the strategic outline case. Consultation runs from July 2019 to mid-August 2019 and further information on the options will be available following this.

Full details of activity in Bristol can be found here: [https://www.cleanairforbristol.org/wp-content/uploads/2018/05/Strategic-Outline-Case\\_BCC\\_Final\\_05.04.18.pdf](https://www.cleanairforbristol.org/wp-content/uploads/2018/05/Strategic-Outline-Case_BCC_Final_05.04.18.pdf)

Further information on this review is available from:

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<b>GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE</b>	<b>AGENDA ITEM No. 7</b>
<b>8 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

Report of:	Director of Law and Governance	
Contact Officer(s):	David Beauchamp, Democratic Services Officer	Tel. 01733 384628

**MONITORING SCRUTINY RECOMMENDATIONS**

<b>R E C O M M E N D A T I O N S</b>	
<b>FROM:</b> Director of Law and Governance	<b>Deadline date:</b> N/A
<p>It is recommended that the Growth, Environment and Resources Scrutiny Committee:</p> <ol style="list-style-type: none"> <li>1. Considers the responses from Cabinet Members and Officers to recommendations made at previous meetings as attached in Appendix 1 to the report and provides feedback including whether further monitoring of each recommendation is required.</li> </ol>	

**1. ORIGIN OF REPORT**

1.1 The Growth, Environment and Resources Scrutiny Committee agreed at a meeting held on 28 June 2017 that a report be provided at each meeting to note the outcome of any recommendations made at the previous meeting held thereby providing an opportunity for the Committee to request further monitoring of the recommendation should this be required.

**2. PURPOSE AND REASON FOR REPORT**

2.1 The report enables the Growth, Environment and Resources Scrutiny Committee to monitor and track progress of recommendations made to the Executive or Officers at previous meetings.

2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference No. *Part 3, Section 4 - Overview and Scrutiny Functions, paragraph 3.3:*

*The Scrutiny Committees will:*

- (a) *Review and scrutinise the Executive, Committee and officer decisions and performance in connection with the discharge of any of the Council's functions;*
- (b) *Review and scrutinise the Council's performance in meeting the aims of its policies and performance targets and/or particular service areas;*
- (c) *Question Members of the Executive, Committees and senior officers about their decisions and performance of the Council, both generally and in relation to particular decisions or projects;*
- (d) *Make recommendations to the Executive and the Council as a result of the scrutiny process.*

### 3. **TIMESCALES**

Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If yes, date for Cabinet meeting	N/A
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### 4. **BACKGROUND**

4.1 Appendix 1 of the report sets out the recommendations made to Cabinet Members or Officers at previous meetings of the Scrutiny Committee. It also contains summaries of any action taken by Cabinet Members or Officers in response to the recommendations.

4.2 The progress status for each recommendation is indicated and if the Scrutiny Committee confirms acceptance of the items marked as completed they will be removed from the list. In cases where action on the recommendation is outstanding or the Committee does not accept the matter has been adequately completed it will be kept on the list and reported back to the next meeting of the Committee. It will remain on the list until such time as the Committee accepts the recommendation as completed.

### 5. **ANTICIPATED OUTCOMES OR IMPACT**

5.1 Timelier monitoring of recommendations made will assist the Scrutiny Committee in assessing the impact and consequence of the recommendations.

### 6. **REASON FOR THE RECOMMENDATION**

6.1 To assist the Committee in assessing the impact and consequence of recommendations made at previous meetings.

### 7. **BACKGROUND DOCUMENTS**

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

7.1 Minutes of the Growth, Environment and Resources Scrutiny meetings held 7 November 2018, 9 January 2019, 13 March 2019, 10 July 2019 and 4 September 2019.

### 8. **APPENDICES**

8.1 Appendix 1 – Recommendation Monitoring Report

RECOMMENDATIONS MONITORING REPORT 2019/20 & 2018/2019

GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE

Meeting date Recommendations Made	Portfolio Holder / Directorate Responsible	Agenda Item Title	Recommendation Made	Action Taken	Progress Status
2019/20					
<b>All completed.</b>					
2018/19					
7 NOVEMBER 2018	Cllr Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development	<b>AFFORDABLE HOUSING NEED AND DELIVERY</b>	<b>RECOMMENDATION</b>  The Growth, Environment and Resources Scrutiny Committee <b>RESOLVED</b> to recommend that Cabinet examines the viability of setting up a Housing Revenue Account (HRA).	Please see below.	<b>Ongoing.</b>
<p><u>Initial response from Cabinet Member:</u></p> <p>“I'd be happy to recommend to Cabinet that we examine the viability of setting up a Housing Revenue Account (HRA)”.</p> <p>A further update has been provided in June 2019 from the Acting Corporate Director of Resources and may be accessed via the following link:</p> <p><a href="https://cccandpcc-my.sharepoint.com/:w/g/personal/paulina_ford_peterborough_gov_uk/EVh0dYTjnBhdEvpX2900Q-EB9kEpaX2e2ywg6Vxd1u6MyQ?e=dGA3Ac">https://cccandpcc-my.sharepoint.com/:w/g/personal/paulina_ford_peterborough_gov_uk/EVh0dYTjnBhdEvpX2900Q-EB9kEpaX2e2ywg6Vxd1u6MyQ?e=dGA3Ac</a></p> <p><u>Cabinet Meeting – 23 September 2019</u></p> <p>Agenda Item 8. Peterborough Housing Strategy</p>					

Meeting date Recommendations Made	Portfolio Holder / Directorate Responsible	Agenda Item Title	Recommendation Made	Action Taken	Progress Status
<p>Cabinet considered the report and RESOLVED to:</p> <ol style="list-style-type: none"> <li>1. Note that the Cabinet Member for Housing, Culture and Recreation had commissioned an updated Housing Strategy for Peterborough.</li> <li>2. Approve an application being immediately sent to the Government to set up a Housing Revenue Account as part of the Council's Housing Strategy to tackle homelessness in the City.</li> </ol>					
13 MARCH 2019	Cllr John Holdich – Leader of the Council and Deputy Mayor of the Cambridgeshire and Peterborough Combined Authority	<b>5. Corporate Strategy 2019-2021</b>	The Growth, Environment and Resources Scrutiny Committee <b>RESOLVED</b> to endorse the proposed Corporate Strategy 2019-2021 to be approved by Cabinet in June 2019 and Full Council in July 2019.	Recommendations sent to Cllr Holdich, Cllr Fitzgerald and Amanda Askham on 18/03/2019.  At the time of publication, the strategy had yet to go to Cabinet.	<b>Ongoing.</b>



<b>GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE</b>	<b>AGENDA ITEM No. 8</b>
<b>8 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

Report of:	Interim Director of Law and Governance		
Cabinet Member(s) responsible:	Cabinet Member for Resources		
Contact Officer(s):	David Beauchamp, Democratic Services Officer	Tel. 01733 384628	

**FORWARD PLAN OF EXECUTIVE DECISIONS**

R E C O M M E N D A T I O N S	
<b>FROM:</b> David Beauchamp, Democratic Services Officer	<b>Deadline date:</b> N/A
<p>It is recommended that the Growth, Environment and Resources Scrutiny Committee:</p> <ol style="list-style-type: none"> <li>1. Considers the current Forward Plan of Executive Decisions and identifies any relevant items for inclusion within their work programme or request further information.</li> </ol>	

**1. ORIGIN OF REPORT**

1.1 The report is presented to the Growth, Environment and Resources Scrutiny Committee in accordance with the Terms of Reference as set out in section 2.2 of the report.

**2. PURPOSE AND REASON FOR REPORT**

2.1 This is a regular report to the Growth, Environment and Resources Scrutiny Committee outlining the content of the Forward Plan of Executive Decisions.

2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference No. Part 3, Section 4 - Overview and Scrutiny Functions, paragraph 3.3:

The Scrutiny Committees will:

(f) Hold the Executive to account for the discharge of functions in the following ways:

*ii)* By scrutinising Key Decisions which the Executive is planning to take, as set out in the Forward Plan of Executive Decisions;

**3. TIMESCALES**

Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If yes, date for Cabinet meeting	N/A
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**4. BACKGROUND AND KEY ISSUES**

- 4.1 The latest version of the Forward Plan of Executive Decisions is attached at Appendix 1. The Forward Plan contains those Executive 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 20 January 2020.
- 4.2 The information in the Forward Plan of Executive Decisions provides the Committee with the opportunity of considering whether it wishes to seek to influence any of these executive decisions, or to request further information.
- 4.3 If the Committee wished to examine any of the executive decisions, consideration would need to be given as to how this could be accommodated within the work programme.
- 4.4 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.

## **5. CONSULTATION**

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

## **6. ANTICIPATED OUTCOMES OR IMPACT**

- 6.1 After consideration of the Forward Plan of Executive Decisions the Committee may request further information on any Executive Decision that falls within the remit of the Committee.

## **7. REASON FOR THE RECOMMENDATION**

- 7.1 The report presented allows the Committee to fulfil the requirement to scrutinise Key Decisions which the Executive is planning to take, as set out in the Forward Plan of Executive Decisions in accordance with their terms of reference as set out in Part 3, Section 4 - Overview and Scrutiny Functions, paragraph 3.3.

## **8. ALTERNATIVE OPTIONS CONSIDERED**

- 8.1 N/A

## **9. IMPLICATIONS**

### **Financial Implications**

- 9.1 N/A

### **Legal Implications**

- 9.2 N/A

## **10. BACKGROUND DOCUMENTS**

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

- 10.1 None

## **11. APPENDICES**

- 11.1 Appendix 1 – Forward Plan of Executive Decisions

# **PETERBOROUGH CITY COUNCIL'S FORWARD PLAN OF EXECUTIVE DECISIONS**

PUBLISHED: 20 DECEMBER 2019

# FORWARD PLAN

## **PART 1 – KEY DECISIONS**

In the period commencing 28 clear 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 in **Part 1**. 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, this too is shown against the decision and its members are as listed below:  
Cllr Holdich (Leader); Cllr Fitzgerald (Deputy Leader); Cllr Ayres; Cllr Cereste; Cllr Hiller; Cllr Seaton; Cllr Walsh; Cllr Allen and Cllr Farooq.

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 to reflect new key-decisions. 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 philippa.turvey@peterborough.gov.uk, Democratic and Constitutional Services Manager, Legal and Governance Department, Town Hall, Bridge Street, PE1 1HG (fax 08702 388039). Alternatively, you can submit your views via e-mail to or by telephone on 01733 452460. For each decision a public report will be available from the Democratic Services Team one week before the decision is taken.

## **PART 2 – NOTICE OF INTENTION TO TAKE DECISION IN PRIVATE**

Whilst the majority of the Executive's business at the Cabinet 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, notice will be given within **Part 2** of this document, 'notice of intention to hold meeting in private'. A further formal notice of the intention to hold the meeting, or part of it, in private, will also 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).

## **PART 3 – NOTIFICATION OF NON-KEY DECISIONS**

For complete transparency relating to the work of the Executive, this Plan also includes an overview of non-key decisions to be taken by the Cabinet or individual Cabinet Members, these decisions are listed at **Part 3** and will be updated on a weekly basis.

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 Philippa Turvey, Democratic and Constitutional Services Manager, Legal and Governance Department, Town Hall, Bridge Street, PE1 1HG (fax 08702 388038), e-mail to [philippa.turvey@peterborough.gov.uk](mailto:philippa.turvey@peterborough.gov.uk) or by telephone on 01733 452460.

All decisions will be posted on the Council's website: [www.peterborough.gov.uk/executivedecisions](http://www.peterborough.gov.uk/executivedecisions). If you wish to make comments or representations regarding the 'key decisions' outlined in this Plan, please submit them to the Democratic and Constitutional Services Manager using the form attached. For your information, the contact details for the Council's various service departments are incorporated within this Plan.

**PART 1 – FORWARD PLAN OF KEY DECISIONS**

**KEY DECISIONS FROM 20 JANUARY 2020**

<b>KEY DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
<p><b>Contract Award for the Provision of Children and Family Centres in Cambridgeshire and Peterborough - KEY/20JAN19/01 -</b> Approval to award a contract to the successful supplier following a compliant tender process</p>	<p><b>Councillor Lynne Ayres, Cabinet Member for Children’s Services and Education, Skills and University</b></p>	<p><b>March 2020</b></p>	<p>Children and Education Scrutiny Committee</p>	<p>All Wards.</p>	<p>Relevant internal and external stakeholders.</p>	<p>Pam Setterfield Children's, Commissioner 07920 160394</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>
<p><b>Northminster Car Park, Market and residential scheme – KEY/20JAN19/02</b> Proposed arrangements for delivery of planning consent for a redevelopment scheme at Northminster, Peterborough. It is proposed that Peterborough Investment Partnership are charged with obtaining a planning consent for this city centre regeneration scheme. This will use the same tried and tested model that was used to successfully deliver the Fletton Quays development.</p>	<p><b>Councillor Fitzgerald, Deputy Leader and Cabinet Member for Adult Social Care, Health &amp; Public Health</b></p>	<p><b>January 2020</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Central.</p>	<p>Relevant internal and external stakeholders.</p>	<p>Tristram Hill, Strategic Asset Manager, Tel: 07849 079787 Email: tristram.hill@nps.co.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

<b>KEY DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
<b>Heltwate Expansion – KEY20JAN19/03</b> Expansion of Heltwate Primary School	<b>Councillor Lynne Ayres, Cabinet Member for Children’s Services and Education, Skills and University</b>	<b>July 2020</b>	Councillor Lynne Ayres, Cabinet Member for Children’s Services and Education, Skills and University	Bretton	Public Consultation to be held March 2020 prior to planning submission in April 2020	Sharon Bishop, Capital Projects and Assets Officer, 01733 863997, sharon.bishop@pete.rborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

<b>KEY DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
<p><b>Review of Fixed Penalty Notice Charging – KEY/20JAN19/04</b>  Peterborough's PSPO (Public Spaces Protection Order) areas have now been in place for two years. When PCC began levying FPN's via Kingdom Ltd. it was decided to implement a limited discounted payment period. Currently via Kingdom Ltd. an offense incurs a financial penalty of £80.00. The proposal is to raise this to £100.00 which will end the discount period and align Peterborough with other local authorities. The financial aspect of the rationale agreed for bringing environmental enforcement in house has been predicated on fines of £100.00</p>	<p><b>Councillor Irene Walsh, Cabinet Member for Communities</b></p>	<p><b>January 2020</b></p>	<p>Adults and Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders.</p>	<p>Clair George, Head of Prevention and Enforcement Service, 07920 160733, clair.george@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

**PREVIOUSLY ADVERTISED KEY DECISIONS**

<b>KEY DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
<p>1. <b>Affordable Warmth Strategy 2019 – 2021 - KEY/17APR17/03</b>                      Recommendation to approve the Affordable Warmth Strategy 2019 – 2021</p>	<p><b>Councillor Walsh, Cabinet Member for Communities</b></p>	<p><b>December 2019</b></p>	<p>Adults and Communities Scrutiny Committee</p>	<p>All wards</p>	<p>Relevant internal and external stakeholders.</p> <p>The draft strategy will be placed on PCC Consultation pages for 3 week consultation period</p>	<p>Sharon Malia, Housing Programmes Manager,                      Tel: 01733 863764                      Email: sharon.malia@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p>BRE Integrated Dwelling Level Housing Stock Modelling Report July 2016 Housing Renewals Policy 2017 – 2019</p>



<b>KEY DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>	
113	<p><b>2. ICT Infrastructure works for Fletton Quays – KEY/13NOV17/02</b> To agree to the procurement of ICT infrastructure works for Fletton Quays</p>	<p><b>Councillor Seaton, Cabinet Member for Finance</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment &amp; Resources Scrutiny Committee</p>	<p>N/A</p>	<p>Relevant internal and external stakeholders</p>	<p>Peter Carpenter, Acting Corporate Director, Resources Tel: 07920160122 Email: Peter.carpenter@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published. The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>
	<p><b>3. Expansion and Remodelling of Marshfields School – KEY/11DEC17/03</b> To approve the proposed expansion and remodelling of Marshfields school</p>	<p><b>Cabinet Member for Children’s Services and Education, Skills and University</b></p>	<p><b>December 2019</b></p>	<p>Children and Education Scrutiny Committee</p>	<p>Dogsthorpe Ward</p>	<p>Relevant internal and external stakeholders.  Public Consultation Meeting</p>	<p>Sharon Bishop, Capital Projects &amp; Assets Officer Tel: 01733 863997 Email: Sharon.bishop@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.  School Organisational Plan</p>

<b>DECISION REQUIRED</b>		<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
4.	<p><b>Extension to the Section 75 Agreement for Learning Disabilities Services - KEY/30APR18/01</b></p> <p>Extension of the existing staff and commissioned arrangements for a period of 12 months</p>	<p><b>Councillor Fitzgerald, Deputy Leader and Cabinet Member for Adult Social Care, Health &amp; Public Health</b></p>	<p><b>December 2019</b></p>	<p>Health Scrutiny Committee</p>	<p>All wards</p>	<p>Consultation with key stakeholders to agree this interim approach</p>	<p>Cris Green Tel: 01733 207164 Email: cris.green@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>
5.	<p><b>Disposal of freehold in Centre of the City - KEY/12JUN18/01</b> To delegate authority to the Corporate Director of Growth and Regeneration to sell the property</p>	<p><b>Councillor Seaton, Cabinet Member for Finance</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Central</p>	<p>Relevant internal and external stakeholders</p>	<p>Peter Carpenter, Acting Corporate Director, Resources Tel: 07920160122 Email: Peter.carpenter@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p><b>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</b></p>

<b>DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
<p>6. <b>To approve the awarding of contracts to external providers following a competitive tender exercise led by Cambridgeshire County Council - KEY/25JUNE18/02</b>            Cambridgeshire County has recently conducted a tendering exercise to establish a Dynamic Purchasing System for the provision Supported Living Services for Adults with a Learning Disability (Reference number: DN311905). Peterborough City Council is the named authority under this arrangement and would want to commission care and support packages (call-off).</p>	<p><b>Councillor Fitzgerald, Deputy Leader and Cabinet Member for Adult Social Care, Health &amp; Public Health</b></p>	<p><b>December 2019</b></p>	<p>Adults and Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders</p> <p>Relevant consultations has been carried out with the service users, family carers, Health colleagues and care and support providers across Cambridgeshire and Peterborough.</p>	<p>Mubarak Darbar, Head of Integrated Commissioning,            Tel: 07718654207,            Email: mubarak.darbar@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

<b>DECISION REQUIRED</b>		<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
116	<p><b>7. University Delivery Vehicle – KEY/3SEP18/02</b> Approval and setting up of an appropriate delivery vehicle with University project partners to move council assets to enable the delivery of the university.</p>	<p><b>Councillor Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Central</p>	<p>Relevant internal and external stakeholders</p>	<p>Peter Carpenter, Acting Corporate Director, Resources Tel: 07920160122 Email: Peter.carpenter@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p><b>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</b></p>

<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>WARD</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
<p>8. <b>Adoption of the “Dynamic Purchasing System” (DPS) procedure for Public Health contracts with Primary Care providers – KEY/10DEC18/01</b>            To seek the approval to adopt the “Dynamic Purchasing System” (DPS) procedure for contracts with Primary Care providers for the duration of up to five years. The proposals have been approved by the Cambridgeshire and Peterborough Joint Commissioning Board.</p>	<p><b>Councillor Fitzgerald, Deputy Leader and Cabinet Member for Adult Social Care, Health &amp; Public Health</b></p>	<p><b>December 2019</b></p>	<p>Health Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders.</p>	<p>Claire-Adele Mead            Commissioning Team Manager- Primary care and Lifestyles            Claire-Adele.Mead@cambridgeshire.gov.uk            07884 250909</p> <p>Val Thomas,            Consultant in Public Health            Val.Thomas@cambridgeshire.gov.uk            01223 703264/            07884 183374</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

<b>KEY DECISION REQUIRED</b>		<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
9.	<p><b>Clinical Waste Collections - KEY/18FEB19/01</b> Decision required to approve the new collection method for domestic sharps disposal.</p>	<p><b>Councillor Cereste, Cabinet Member for Waste, Street Scene and Environment</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All wards</p>	<p>Relevant internal and external stakeholders.</p>	<p>Amy Nebel, Senior Waste and Recycling Officer amy.nebel@peterborough.gov.uk 01733 864727</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>
10.	<p><b>Recommissioning of the Unpaid Carers Contract – KEY/01APR19/01</b> The procurement of the unpaid carers service in collaboration with Cambridgeshire County Council and Cambridgeshire and Peterborough Clinical Commissioning Group (CCG) for the unpaid carers service across Cambridgeshire and Peterborough.</p>	<p><b>Councillor Fitzgerald, Deputy Leader and Cabinet Member for Adult Social Care, Health &amp; Public Health</b></p>	<p><b>December 2019</b></p>	<p>Adults and Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders.</p>	<p>Lee McManus, Commissioner, Cambridgeshire County Council &amp; Peterborough City Council. Tel: 07785 721092. Email: lee.mcmanus@cambridgeshire.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p>The decision will include an exempt annexe. By virtue of paragraph 1, Information relating to any individual</p>

<b>KEY DECISION REQUIRED</b>		<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER</b>
11.	<p><b>Vehicle removal for Parking contravention – KEY/15APR19/02</b> To ask the Cabinet Member to approve the policy to implement a scheme to remove vehicles of persistent offenders in breach of parking restrictions in the City and to appoint the Local Authority Trading Company to act as the authorised agent of the policy.</p>	<b>Councillor Walsh, Cabinet Member for Communities</b>	<b>December 2019</b>	Growth, Environment and Resources Scrutiny Committee	All Wards	<p>Details of any consultation to be decided.</p> <p>Relevant internal and external stakeholders.</p>	Adam Payton, PES Senior Officer, Parking Lead, 01733 452314 adam.payton@peterborough.gov.uk	Prevention and Enforcement Service Vehicle Removal For Parking Contraventions Policy and Guidance
12.	<p><b>Award of contract for the refurbishment of the Town Hall North - KEY/29APR19/04</b> - Award of construction design and build contract with regard to the refurbishment of the Peterborough Town Hall North</p>	<b>Councillor Seaton, Cabinet Member for Finance</b>	<b>December 2019</b>	Growth, Environment and Resources Scrutiny Committee	N/A	Relevant internal and external stakeholders.	Stuart Macdonald. Head of Property. Email: stuart.macdonald@peterborough.gov.uk Tel: 07715802489.	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

<b>KEY DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
<p>13. <b>Approval for contract to be awarded to Skanska to deliver design of Eastern Industries Access Phase 1 scheme - KEY/10JUN19/01</b>            Approval for contract to be awarded to Skanska to deliver design of Eastern Industries Access Phase 1 scheme. The council has received funding (£550k) from the Cambridgeshire and Peterborough Combined Authority to deliver the scheme.</p>	<p><b>Councillor Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>East Ward</p>	<p>Relevant internal and external stakeholders.</p> <p>Consultation will take place with residents and key stakeholders at the relevant stage of the scheme.</p>	<p>Lewis Banks, Principal Sustainable Transport Planning Officer, 01733 317465, lewis.banks@peterborough.gov.uk</p>	<p>Cambridgeshire and Peterborough Combined Authority meeting notes confirming grant funding allocation. Also CMDN for award of contract to Skanska for provision of Professional Services under Peterborough Highway Services partnership.</p>



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<p><b>14.</b> <b>Approval for contract to be awarded to Skanska to deliver design of A1260 Nene Parkway Junction 15 Improvement scheme – KEY/10JUN19/02</b>            Approval for contract to be awarded to Skanska to deliver design of A1260 Nene Parkway Junction 15 Improvement scheme. The council has received funding (£500k) from the Cambridgeshire and Peterborough Combined Authority to deliver the scheme.</p>	<p><b>Councillor Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>West Ward</p>	<p>Relevant internal and external stakeholders</p> <p>Consultation will take place with residents and key stakeholders at the relevant stage of the scheme.</p>	<p>Lewis Banks, Principal Sustainable Transport Planning Officer, 01733 317465, lewis.banks@peterborough.gov.uk</p>	<p>Cambridgeshire and Peterborough Combined Authority meeting notes confirming grant funding allocation. Also CMDN for award of contract to Skanska for provision of Professional Services under Peterborough Highway Services partnership.</p>

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122	<p><b>15. Sign-off on Pseudo Framework - KEY/22JUL19/02</b> - It is required for the Cabinet member to sign off tender documents prior to Invitation To Tender being published (ITT). The ITT is for Better Care Fund and Hancock-funded services for better integration of health and social care, winter pressures and Prevention services.</p>	<p><b>Councillor Fitzgerald, Deputy Leader and Cabinet Member for Integrated Adult Social Care and Health and Public Health</b></p>	<p><b>December 2019</b></p>	<p>Adults and Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders.</p> <p>Equality Impact Assessment</p>	<p>Graeme Hodgson, Commissioner. Tel. 07448 379944 Email: graeme.hodgson@cambridgeshire.gov.uk"</p>	<p>Service Specifications, Terms and Conditions of Pseudo Framework ITT.</p>
	<p><b>16. Approval of invest to save expenditure - KEY/22JUL19/03</b> - The decision required will enable the Council to purchase suitable homes within the local housing market for use as temporary accommodation for households at risk of homelessness. This proposal is predicated on an invest to save proposition based upon an attached business case.</p>	<p><b>Councillor Steve Allen, Cabinet Member for Housing, Culture and Recreation</b></p>	<p><b>December 2019</b></p>	<p>Adults and Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders and Ministry of Housing Communities and Local Government</p>	<p>David Anderson Interim Development Director Tel: 01733 452468 Email: Dave.Anderson@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<p>17. <b>Award of 9 Large Tail lift school transport routes to Aragon Direct Services - KEY/19AUG19/02 -</b>            Replacement routes due to current operator terminating contract to transport pupils with complex needs to Phoenix, Heltwate and Marshfields School</p> <p>123</p>	<p><b>Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University</b></p>	<p><b>December 2019</b></p>	<p>Children and Education Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders.</p> <p>Parents of those currently receiving transport advised there will be a change of operator due to current operator terminating routes.</p>	<p>Bryony Wolstenholme - Team Manager, Passenger Transport Operations, Tel: 01733 317453, Email: bryony.wolstenholme@peterborough.gov.uk</p>	<p>Other documentation to follow once final costs confirmed and decision made on external testing of market</p>

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124	<p><b>18. Contract for remedial works by PCC to the Stanground Bypass – KEY/2SEP19/02</b> To approve works to the Stanground bypass and authorise the associated package of work to be issued to Skanska Construction UK Limited under the Council's existing agreement with SKANSKA dated 18th September 2013 (the Highways Services Agreement).</p>	<p><b>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Stanground South and Hargate and Hempsted</p>	<p>Relevant internal and external stakeholders</p> <p>Standard consultation for highway schemes.</p>	<p>Charlotte Palmer, Group Manager – Transport and Environment, charlotte.palmer@peterborough.gov.uk</p>	<p>To be determined.</p>

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<p><b>19. Uncollectable Debts in Excess of £10,000 – KEY/16SEPT19/01</b>  To authorise the write-off of uncollectable debts shown as outstanding in respect of non-domestic rates, council tax, housing benefit overpayments and accounts receivable (sundry debt) accounts. All cases requested for write-off follow a lengthy process to recover the outstanding money, sometimes dating back many years. Only once all avenues have been exhausted will the council consider writing off debt.</p> <p style="text-align: right;">125</p>	<p><b>Councillor Seaton, Cabinet Member for Finance</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment, &amp; Resources Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders.</p>	<p>Peter Carpenter, Acting Corporate Director Of Resources, Tel: 01733 452520, Email: peter.carpenter@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>





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128	<p><b>22. Manor Drive Schools - New build project - KEY/28OCT19/01</b></p> <p>This report seeks the Cabinet Member's approval to the recommendations to enable two new free schools to be provided on the Paston Reserve development in Peterborough. The Council will lead the project as the 'self-deliverer' of the DfE processes. The new schools to be known as Manor Drive Primary Academy and Manor Drive Secondary Academy will open to reception children and year 7 children respectively in September 2022.</p>	<p><b>Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University</b></p>	<p><b>December 2019</b></p>	<p>Children and Education Scrutiny Committee</p>	<p>Gunthorpe</p>	<p>Relevant internal and external stakeholders.</p> <p>Consultation will take place with Ward Cllrs and local residents</p>	<p>Emma Everitt, Capital Projects and Assets Officer, emma.everitt@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>
	<p><b>23. Enforcement of householder duty of care – KEY/11NOV19/01</b></p> <p>To approve enforcement of householder duty of care by issue of Fixed Penalty Notice if an individual failed to comply with their duty of care under Section 34 (2A) of the Environmental Protection Act 1990 in England. To set the fixed penalty amount in line with current fine for environmental crime offences.</p>	<p><b>Councillor Irene Walsh, Cabinet Member for Communities</b></p>	<p><b>December 19</b></p>	<p>Adults and Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders.</p>	<p>Clair George - Acting Head of Prevention and Enforcement Service Tel: 01733 453576 Email: clair.george@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p>Government paper - Guidance for local authorities on household waste duty of care fixed penalty notices</p>



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<p><b>24. Enforcement of the Minimum Levels of Energy Efficiency in Domestic Private Rented Properties - KEY/25NOV19/01</b>  The Energy Performance of Buildings (England and Wales) Regulations 2012 introduced the prohibition on letting privately rented domestic properties that have an Energy Performance Rating of F or G from 1 April 2018. The decision required is to authorise the use of this legislation and the level of fines imposed.</p>	<p><b>Councillor Irene Walsh, Cabinet Member for Communities</b></p>	<p><b>December 2019</b></p>	<p>Adults and Communities Scrutiny Committee</p>	<p>All Wards.</p>	<p>Relevant internal and external stakeholders.</p>	<p>Jo Bezant, PES Manager - Housing, 01733 863785, jo.bezant@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<b>25.</b>	<p><b>Decision required to approve changes to the current street lighting policy - KEY/09DEC19/01</b></p> <p>Decision is required to approve a programme of dimming regimes to the Council's street lighting.</p>	<p><b>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>	<p><b>January 2020</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal stakeholders.</p> <p>No formal consultation required, there will be liaison with key stakeholders such as the emergency services and disability groups.</p>	<p>Amy Petrie, Principal Programme and Project Officer Tel: 01733 452272 Email: amy.petrie@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<p><b>26. Introduction of Civil Enforcement of Bus Lane and Bus Gate contraventions pursuant to the Transport Act 2000 - KEY/09DEC19/02</b>            To ask the Cabinet Member to authorise the council to exercise its powers as an approved local authority under The Bus Lane Contraventions (Approved Local Authorities)(England) Order 2005 to issue civil penalties for breaches of Traffic regulation orders in relation to Bus Lanes or Bus Gates in Peterborough. Set the level of penalty charge payable for such an offence at £60, reduced to £30 if paid within 14 days. Join the Bus Lane Adjudication Service Joint Committee so arrangements are in place for an individual to appeal against the issue of a penalty charge notice. Authorise the use of approved devices (cameras) to carry out enforcement at sites where it is deemed necessary and the required infrastructure has been put in place.</p>	<p><b>Councillor Irene Walsh, Cabinet Member for Communities</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal stakeholders.  Cabinet member for Strategic Planning and Commercial Strategy and Investments will be consulted, as will members from any ward where a bus lane or bus gate is to be enforced.</p>	<p>Adam Payton, Senior PES Officer - Parking Lead,            Tel: 01733 452314,            Email: adam.payton@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<p>27. <b>Acquisition of the former Silver Jubilee Public House, Heltwate, Bretton – KEY/09DEC19/04</b>  This site has fallen into significant disrepair and the Council is seeking to purchase it in order to take control of the site. This will help to curtail any antisocial behaviour that has been happening on the site and will ultimately bring the site back into use so that it can be an asset rather than a liability for the community.</p>	<p>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</p>	<p>December 2019</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Bretton</p>	<p>Relevant internal and external stakeholders.</p>	<p>Sharon Bishop, Capital Projects &amp; Assets Officer  Tel: 01733 863997  Email: Sharon.bishop@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>



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<p><b>29. Council Tax Base 2020/21 and Collection Fund Declaration 2019/20 - KEY/09DEC19/06</b>            To set the council tax base for 2020/21 and to determine the collection fund balance for council tax and business rates in line with regulations. These values are required by the council to set its budget and council tax for 2020/21 and must also be distributed to the relevant major preceptors and MHCLG as appropriate for the same purpose by 31st January 2020.</p>	Cabinet	13 January 2019	Growth, Environment and Resources Scrutiny Committee	All Wards	Relevant internal and external stakeholders.	Bruce Bainbridge Finance Manager Tel: 01733 384583 Email: bruce.bainbridge@peterborough.gov.uk,	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

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<p><b>30. To enter into a lease of 50 new houses to be used by PCC for temporary accommodation for the homeless – KEY/23DEC19/01</b>  PCC have been investigating ways in which the numbers of leasehold properties used to accommodate the homeless could be increased due the significant costs of B &amp; B which costs the Council £386 per room per week. There is a programme of finding property to lease on the basis of 5 year leases at local housing allowance rates which is ongoing, however the supply is relatively limited. An opportunity has arisen to ‘bulk lease’ fifty properties for a period of 20 years (subject to a break option after ten years) which would substantially increase the supply of accommodation in a relatively short timeframe.</p>	<p><b>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>	<p>January 2020</p>	<p>Adults and Communities Scrutiny Committee</p>	<p>Dogsthorpe Ward and Gunthorpe Ward</p>	<p>Relevant internal and external stakeholders.</p>	<p>Tristram Hill, Strategic Asset Manager, Tel: 07849 079787 Email: tristram.hill@nps.co.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<p>31. <b>Approval to award a contract for the refurbishment of the current school building and to build a single storey block with flexible spaces at Marshfields School – KEY/23DEC19/02</b>            Authorise the construction of a single storey building comprising three flexible bays to replace an existing temporary mobile together with some refurbishment of the existing school buildings at Marshfields School. The contract for construction will be awarded to the successful contractor from Lot 2 of the Peterborough City Council Construction Framework following the mini competition process.</p>	<p><b>Councillor Lynne Ayres, Cabinet Member for Children’s Services and Education, Skills and University</b></p>	<p>February 2019</p>	<p>Children and Education Scrutiny Committee</p>	<p>East Ward</p>	<p>Relevant internal and external stakeholders</p> <p>A public consultation for residents, staff, pupils and ward councillors was held in January 2018. An update to the proposals will be sent to out to all parties once designs are finalised following the reduction in budget and therefore scope of works.</p>	<p>Sharon Bishop, Capital Projects and Assets Officer,            sharon.bishop.pet@erborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published</p>



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<p><b>32.</b> <b>To approve the extension for the Peterborough City Council contract for Integrated Sexual and Reproductive Health (SRH) service that is due to end on 31st March 2020 for an additional six months to 30th September 2020 – KEY/23DEC19/03</b> To approve the extension for the Peterborough City Council contract for Integrated Sexual and Reproductive Health (SRH) service that is due to end on 31st March 2020 for an additional six months to 30th September 2020.</p>	<p><b>Councillor Fitzgerald, Deputy Leader and Cabinet Member for Integrated Adult Social Care and Health and Public Health;</b></p>	<p>January 2020</p>	<p>Health Scrutiny Committee</p>	<p>All Wards</p>	<p>Not applicable but there has been a full consultation as part of the procurement process for the new service</p>	<p>Charlene Elliott, Sexual Health Commissioner for Peterborough and Cambridgeshire, charlene.elliott@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published</p>
<p><b>33.</b> <b>Award of Garden Waste Treatment Contract- KEY/23DEC19/04</b> Approval required for the award of the Garden Waste Treatment Contract to the successful bidder after an OJEU compliant procurement process.</p>	<p><b>Councillor Marco Cereste, Cabinet Member for Waste, Street Scene and Environment</b></p>	<p>December 2019</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All wards</p>	<p>OJEU procurement process</p>	<p>Amy Nebel, Senior Waste and Recycling Officer 01733 864727 amy.nebel@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<b>34. Award of Food Waste Treatment Contract – KEY/23DEC19/05</b> Approval of award of food waste treatment contract which has been undertaken through an OJEU procurement process.	<b>Councillor Marco Cereste, Cabinet Member for Waste, Street Scene and Environment;</b>	January 2019	Growth, Environment and Resources Scrutiny Committee	All wards	OJEU procurement process	Amy Nebel, Senior Waste and Recycling Officer. 01733864727, amy.nebel@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>35. Disposal of land at 7-23 London Road, Peterborough - KEY/06JAN20/01</b> Approval to dispose of surplus land to a registered provider for redevelopment to social housing The disposal will be conditional on a successful planning consent; the application has yet to be made.	<b>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b>	<b>January 2020</b>	Growth, Environment and Resources Scrutiny Committee	Central	Relevant internal and external stakeholders.	Tristram Hill, Strategic Asset Manager, Tel: 07956 929198 Email: tristram.hill@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.  There will be an exempt annex with details of the commercial transaction.



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<p>37. <b>Renewal of the Council's Amazon Web Services provision for 01/04/2020 to 31/03/2021 - KEY/06JAN20/03</b></p> <p>The council uses the services of Amazon to host a large number of servers in the cloud. This provides the council with an effective ICT service which is:</p> <ul style="list-style-type: none"> <li>• Stable;</li> <li>• Flexible;</li> <li>• Adaptable;</li> <li>• Resilient;</li> <li>• Best value and</li> <li>• Appropriate to the needs of the Council in the medium to long term.</li> </ul> <p>The decision required is to authorise the procurement of continued services with Amazon for the year 20/21.</p>	<p><b>Councillor Mohammed Farooq, Cabinet Member for Resources and Digital Peterborough</b></p>	<p><b>February 2020</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal stakeholders.</p>	<p>Colin Arnold, ICT Manager Tel: 01733 317985 Email: colin.arnold@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<p>38. <b>Street Light Dimming – KEY/06JAN20/04</b>  Recommendation to approve a trial of street light dimming between the hours of 21:00 and 05:00. It is anticipated that the trial will commence upon approval of the CMDN and complete on the 31/03/2020. If the trial is successful there is further recommendation that the dimming is fully adopted and implemented on the 01/04/2020. The dimming regimes are detailed below  Residential lights (columns 6 meters in height and below) to be dimmed by 20% between the hours of 21:00 and 05:00  Traffic routes (columns greater than 6 meters in height) to be dimmed by 20% between 21:00 and 00:00 and 40% between 00:00 and 05:00</p>	<p><b>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>	<p><b>January 2020</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders during the trial.</p>	<p>Amy Petrie, Principal Programme and Project Officer  Tel: 01733 452272  Email: amy.petrie@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

<b>KEY DECISION REQUIRED</b>		<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER</b>
<b>39.</b>	<p><b>20 year Lease of 9 three bedroom properties in Walton - KEY/06JAN20/05</b>  Agreement to lease 9 three bedroom properties to be used for temporary housing in Walton. These properties are yet to be built and subject to developer financing would be completed by January 2021</p>	<p><b>Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>	<p><b>December 2019</b></p>	<p>Adults and Communities Scrutiny Committee</p>	<p>Paston and Walton Ward</p>	<p>Relevant internal and external stakeholders</p>	<p>James Price,  Estate Surveyor,  Tel:  07733003178  Email:  james.price@nps.co.uk</p>	<p>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>

<b>KEY DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER</b>
<p><b>40. Proposal to open a voluntary aided Roman Catholic primary school - KEY/06JAN20/06</b>            To decide whether or not to approve the proposal by the Roman Catholic Diocese of East Anglia (RCDEA) to open a voluntary aided Roman Catholic primary school at Hampton Water, on the Hamptons East development</p>	<p><b>Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University</b></p>	<p><b>19 February 2020</b></p>	<p>Children and Education Scrutiny Committee</p>	<p>Hargate and Hempsted</p>	<p>Relevant internal and external stakeholders</p> <p>The RCDEA carried out a 6 week local consultation in September/October. Over 1100 responses were received. Subsequently, via statutory notice on 21 November 2019, the RCDEA formally proposed to the Council that a voluntary aided Roman Catholic primary should be established at Hampton Water. This launched a 4 week representation period which closes on 19 December 2019</p>	<p>Clare Buckingham: Strategic Education Place Planning Manager (Cambridgeshire &amp; Peterborough), Email: Clare.buckingham@cambridgeshire.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

**PART 2 – NOTICE OF INTENTION TO TAKE DECISIONS IN PRIVATE**

**KEY DECISIONS TO BE TAKEN IN PRIVATE**

<i><b>KEY DECISION REQUIRED</b></i>	<i><b>DECISION MAKER</b></i>	<i><b>DATE DECISION EXPECTED</b></i>	<i><b>RELEVANT SCRUTINY COMMITTEE</b></i>	<i><b>WARD</b></i>	<i><b>CONSULTATION</b></i>	<i><b>CONTACT DETAILS / REPORT AUTHORS</b></i>	<i><b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER</b></i>
None.							



**PART 3 – NOTIFICATION OF NON-KEY DECISIONS**

**NON-KEY DECISIONS**

<i><b>DECISION REQUIRED</b></i>	<i><b>DECISION MAKER</b></i>	<i><b>DATE DECISION EXPECTED</b></i>	<i><b>RELEVANT SCRUTINY COMMITTEE</b></i>	<i><b>WARD</b></i>	<i><b>CONSULTATION</b></i>	<i><b>CONTACT DETAILS / REPORT AUTHORS</b></i>	<i><b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b></i>
No new items.							

**PREVIOUSLY ADVERTISED DECISIONS**

<i><b>DECISION REQUIRED</b></i>		<i><b>DECISION MAKER</b></i>	<i><b>DATE DECISION EXPECTED</b></i>	<i><b>RELEVANT SCRUTINY COMMITTEE</b></i>	<i><b>WARD</b></i>	<i><b>CONSULTATION</b></i>	<i><b>CONTACT DETAILS / REPORT AUTHORS</b></i>	<i><b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b></i>
1.  146	<p><b>A Lengthmans to be deployed on Lincoln Road Millfield -</b> There will be a daily presence along Lincoln Road, the operative will litter pick, empty bins as well as report fly-tips and other environmental issues.</p>	<p><b>Councillor Cereste, Cabinet Member for Waste, Street Scene and Environment</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment &amp; Resources Scrutiny Committee</p>	<p>Central Ward</p>	<p>Relevant internal and external stakeholders.</p> <p>Cross party task and finish group report which went to the Growth, Environment and Resources Scrutiny Committee and it was also approved at Full Council as part of the 2017-18 Budget.</p>	<p>James Collingridge, Head of Environmental Partnerships, Tel: 01733 864736 Email: james.collingridge@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

<b>DECISION REQUIRED</b>		<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
2.	<p><b>Inclusion of Investment Acquisition Strategy in the Council's Medium Term Financial Strategy (MTFS) -</b> To recommend to Council that the Investment Acquisition Strategy be included in the Medium Term Financial Strategy to enable the Council to acquire investment properties</p>	<b>Cabinet</b>	<b>13 January 2020</b>	Growth, Environment and Resources	N/A	Relevant internal and external stakeholders	Peter Carpenter, Acting Corporate Director, Resources Tel: 07920160122 Email: Peter.carpenter@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
3.	<p><b>Approval of Additional Powers to the Combined Authority (Transfer of Powers) -</b> Approve additional powers for the Combined Authority via a Statutory Instrument for Adult Skills Commissioning.</p>	<b>Councillor Holdich, Leader of the Council and Deputy Mayor of the Cambridgeshire and Peterborough Combined Authority</b>	<b>December 2019</b>	Growth, Environment and Resources Scrutiny Committee	All	All Councils in Peterborough and Cambridgeshire have to agree to the transfer	Peter Carpenter, Acting Corporate Director, Resources Tel: 07920160122 Email: Peter.carpenter@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.  Combined Authority Statutory Instrument Request

<b>DECISION REQUIRED</b>		<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
148	<p><b>4. Disposal of former Barnack Primary School caretaker house -</b> Delegate authority to the Corporate Director of Growth and Regeneration to dispose of the property.</p>	<p><b>Councillor Seaton, Cabinet Member for Finance</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment &amp; Resources Scrutiny Committee</p>	<p>NVA</p>	<p>Relevant internal and external stakeholders.</p>	<p>Stuart Macdonald, Property Manager.  Tel: 07715 802 489. Email: stuart.macdonald@peterborough.gov.uk  Bill Tilah (Bill.Tilah@nps.co.uk)</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p><b>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</b></p>

<b>DECISION REQUIRED</b>		<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
<b>5.</b>	<b>Food and Feed Service Plan 2019/20</b> - Decision required to approve Food and Feed Service Plan 2019/20 in line with Government guidance	<b>Councillor Walsh, Cabinet Member for Communities</b>	<b>December 2019</b>	<b>Growth, Environment and Resources Scrutiny Committee</b>	N/A	Relevant internal and external stakeholders.	Stuart Brough, Business Compliance Manager, Tel: 07989 432151 Email: stuart.brough@pet erborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>148.</b>	<b>Amendment to Environmental Enforcement Contract</b> - Amendment is required to the current environmental enforcement contract	<b>Councillor Irene Walsh, Cabinet Member for Communities</b>	<b>December 2019</b>	Adults and Communities Scrutiny Committee	N/A	Relevant internal and external stakeholders	Clair George Acting Head of Service - Prevention and Enforcement Service Tel: 01733 453576 Email: clair.georgepes@p eterborough.gov.u k	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

<b>DECISION REQUIRED</b>		<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>WARD</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
150	<p><b>7. Approval of the leasehold disposal of a brownfield site to a care provider –</b> A site has been found for a care home and the Council are currently looking into a leasehold disposal to a care provider who will build a care facility and then contract to provide services to the Council.</p>	<p><b>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Park Ward</p>	<p>Relevant internal and external stakeholders.</p> <p>A forum has been set up by the Combined Authority involving representatives from finance, legal, property and social care.</p>	<p>Tristram Hill - Strategic Asset Manager, 07849 079787, <a href="mailto:tristram.hill@nps.co.uk">tristram.hill@nps.co.uk</a></p>	<p>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>
	<p><b>8. Approval of Funding for the BID project -</b> To approve the provision of funding for the BID project</p>	<p><b>Councillor Seaton, Cabinet Member for Finance</b></p>	<p><b>December 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Central Ward</p>	<p>No formal consultation has been done, a programme of business consultation is planned to take place</p>	<p>Jay Wheeler, Economic Development Manger and Dave Anderson Interim Development Director Tel: 01733 452468 Email: <a href="mailto:dave.anderson@peterborough.gov.uk">dave.anderson@peterborough.gov.uk</a></p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

**PART 4 – NOTIFICATION OF KEY DECISIONS TAKEN UNDER URGENCY PROCEDURES**

<b><i>DECISION REQUIRED</i></b>	<b><i>DECISION MAKER</i></b>	<b><i>DATE DECISION EXPECTED</i></b>	<b><i>RELEVANT SCRUTINY COMMITTEE</i></b>	<b><i>WARD</i></b>	<b><i>CONSULTATION</i></b>	<b><i>CONTACT DETAILS / REPORT AUTHORS</i></b>	<b><i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i></b>
<p><b>Amendment of Loan Arrangement - NOV19/CMDN/59</b></p> <p>The Cabinet Member:</p> <p>1. Approved the amendment of the terms of the Strategic Partnership with Empower Community Management LLP</p> <p>2. Approved the amendment of the financing agreement with ECS Peterborough 1 LLP</p> <p>3. Approved the Council entering into such further agreements with ECS Peterborough 1 LLP and any other body necessary to facilitate the arrangements set out in this report.</p> <p>4. Delegated to the Corporate Director, Resources and Director of Law and Governance the ability to finalise matters 1 to 3 above.</p>	<p><b>Councillor Seaton, Cabinet Member for Finance</b></p>	<p><b>25 November 2019</b></p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>N/A</p>	<p>Consultation on the proposed refinance has been taken with the Council's advisors, Pinsent Mason and Deloitte as part of the due diligence process. Long term finance providers have also been consulted.</p>	<p>Carole Coe, Commercial Finance Manager</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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**Draft Growth, Environment and Resources Scrutiny Committee Work Programme 2019/2020**

Updated: 23 December 2019

Meeting Date	Item	Indicative Timings	Comments
<b>CANCELLED - 13 JUNE 2019</b>	<b>CANCELLED - Call-In of Executive Decision: Approval Of Funding For The Provision Of Accommodation To Reduce Homelessness - MAY19/CMDN/01</b>		
<b>10 JULY 2019</b> <i>Draft Report 17 June</i> <i>Final Report 28 June</i>	<b>Co-opted Member Report</b> To agree to the appointment of co-opted members to the committee for the municipal year 2019/2020  <b>Contact Officer: David Beauchamp, Democratic Services Officer</b>		
	<b>Phase 2 Report of the Task and Finish Group to Review Waste Policies and Fly Tipping</b> To endorse the Phase 2 report of the Task and Finish Group for submission to Cabinet.  <b>Contact Officer: Richard Pearn</b>		
	<b>Update on impact of Verge Parking and Pavement Policy following implementation in 2017</b> To update committee members as to the work, progress and impact of the Verge and Pavement Parking Policy.  <b>Contact Officer: Adam Payton</b>		
	<b>Libraries Future Model – Civic Programme</b> To inform the Committee about the City Council's partnership work with Civic to develop proposals for a future		

	<p>model for libraries, in partnership with Vivacity and Cambridgeshire County Council.</p> <p><b>Contact Officer: Christine May</b></p>		
	<p><b>Review Of 2018/2019 And Work Programme For 2019/2020</b></p> <p>To review the work undertaken during 2018/19 and to consider the work programme of the Committee for 2019/2020</p> <p><b>Contact Officer: Paulina Ford, Democratic Services Officer</b></p>		
	<p><b>Forward Plan of Executive Decisions</b></p> <p>That the Committee identifies any relevant items for inclusion within their work programme which are relevant to the remit of this Committee.</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
<p><b>4 SEPTEMBER 2019</b>  <i>Draft Report 9 August</i>  <i>Final Report 22 August</i></p>	<p><b>PCCs submission to the Combined Authority Transport Plan</b></p> <p>To consider and scrutinise Peterborough City Council's submission to the Combined Authority's Local Transport Plan (LTP) Consultation.</p> <p><b>Contact Officer: Lewis Banks</b></p>		
	<p><b>Coroners Annual Report</b></p> <p>To scrutinise and comment on the Coroner Service and the challenges it faces.</p> <p><b>Contact Officer: Christine May</b></p>		

	<p><b>Monitoring Scrutiny Recommendations</b> To monitor progress made on recommendations made at the previous meeting.</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
	<p><b>Forward Plan of Executive Decisions</b> That the Committee identifies any relevant items for inclusion within their work programme which are relevant to the remit of this Committee.</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
	<p><b>Work Programme 2019/2020</b> To consider the Work Programme for 2019/2020</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
<p><b>6 NOVEMBER 2019</b> <i>Draft Report 14 October</i> <i>Final Report 25 October</i></p>	<p><b>Skanska Annual Report 2018-19</b> To review and scrutinise the contractual performance and Key Performance Indicators (KPIs) for the Peterborough Highway Services contract with Skanska.</p> <p><b>Contact Officer: Andy Tatt / Keith McWilliams</b></p>		<p>To include section on the impact of CityFibre works.</p>
	<p><b>Portfolio Progress Report from the Cabinet Member for Strategic Planning and Commercial Strategy and Investments</b></p>		

	<p>This report is provided to update the Scrutiny Committee on the progress of items under the responsibility of the Cabinet Member for Strategic Planning and Commercial Strategy and Investments.</p> <p><b>Contact Officer: Steve Cox</b></p>		
	<p><b>Serco Annual Report 2018-19</b></p> <p>This report allows the Committee to scrutinise the performance of Serco during 2018/19 and to question both officers of the Council and the Serco Partnerships Director, Mark Bennett on this subject.</p> <p><b>Contact Officer: Peter Carpenter / Mark Bennett</b></p>		
	<p><b>Portfolio Progress Report from the Cabinet Member for Finance</b></p> <p>This report is provided to update the Scrutiny Committee on the progress of items under the responsibility of the Cabinet Member for Finance.</p> <p><b>Contact Officer: Peter Carpenter</b></p>		
	<p><b>Growth, Environment and Resources Scrutiny Committee Meeting Start Time 2020-2021</b></p> <p>The purpose of this report is to allow the Growth, Environment and Resources Scrutiny Committee to discuss and agree the start times for meetings from the beginning of the Municipal Year 2020-21.</p> <p><b>Contact Officer: David Beauchamp</b></p>		

	<p><b>Monitoring Scrutiny Recommendations</b> To monitor progress made on recommendations made at the previous meeting.</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
	<p><b>Forward Plan of Executive Decisions</b> That the Committee identifies any relevant items for inclusion within their work programme which are relevant to the remit of this Committee.</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
	<p><b>Work Programme 2019/2020</b> To consider the Work Programme for 2019/2020</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
<p><b>8 JANUARY 2020</b> <i>Draft Report 6 December</i> <i>Final Report 19 December</i></p>	<p><b>Portfolio Progress Report – Cabinet Member for Waste, Street Scene and the Environment</b></p> <p>This report is provided to update the Growth, Environment and Resources Scrutiny Committee on the progress of items under the responsibility of the Cabinet Member for Waste and Street Scene and the Environment.</p> <p><b>Contact Officer: James Collingridge / Richard Pearn</b></p>		
	<p><b>Report of the Task and Finish Group to Inform the Development of an Air Quality Ambition Statement and Action Plan</b></p>		

	<p>This report is submitted to the Committee following a review of air quality work undertaken locally and further work that is required. The purpose of this report is to seek the Committee's approval for submission of the recommendations contained within the report to Cabinet on 13 January 2020.</p> <p><b>Contact Officer: Charlotte Palmer</b></p>		
	<p><b>Monitoring Scrutiny Recommendations</b> To monitor progress made on recommendations made at the previous meeting.</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
	<p><b>Forward Plan of Executive Decisions</b> That the Committee identifies any relevant items for inclusion within their work programme which are relevant to the remit of this Committee.</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
	<p><b>Work Programme 2019/2020</b> To consider the Work Programme for 2019/2020</p> <p><b>Contact Officer: David Beauchamp, Democratic Services Officer</b></p>		
<p><b>11 MARCH 2020</b> <i>Draft Report 17 February</i></p>	<p><b>Portfolio Progress Report for Cabinet Member for Housing, Culture and Recreation incorporating</b></p>		

*Final Report 28 February*

**Peterborough Culture Strategy due for review 2020 - Update**

**Contact Officer: Lisa Roberts/Adrian Chapman**

**Opportunity Peterborough Draft Business Plan 2021**

**Contact: Tom Hennessy**

**Vivacity Annual Report**

**Contact Officer: Peter Appleton**

**NPS Peterborough Limited Annual Report**

**Contact Officer: Peter Carpenter**

**Monitoring Scrutiny Recommendations**

To monitor progress made on recommendations made at the previous meeting.

**Contact Officer: David Beauchamp, Democratic Services Officer**

**Six monthly review – Outcomes of Task and Finish Group to Review Fly-Tipping and Waste Management.**

**Contact Officer: Richard Pearn**

**Forward Plan of Executive Decisions**

That the Committee identifies any relevant items for inclusion within their work programme which are relevant to the remit of this Committee.

	<b>Contact Officer: David Beauchamp, Democratic Services Officer</b>		
<b>Pending for 2020/2021</b>	<b>July: One-year review of Task and Finish Group to Review Fly-Tipping and Waste Policy</b>		