

**MINUTES OF THE CABINET MEETING  
HELD AT 10:00AM, ON  
MONDAY 19 DECEMBER 2022  
COUNCIL CHAMBER, TOWN HALL, PETERBOROUGH**

**Cabinet Members Present:** Councillor Fitzgerald (Chair), Councillor Steve Allen (Vice-Chair), Councillor Ayres, Councillor Cereste, Councillor Coles, Councillor Simons

**Cabinet Advisor Present:** Councillor Bisby, Councillor Hussain, Councillor Moyo, Councillor Gul Nawaz, Councillor Sainsbury

**60. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Howard.

**61. DECLARATIONS OF INTEREST**

There were no declarations interest received.

**62. MINUTES OF THE MEETINGS HELD ON**

**a. SHAREHOLDER CABINET COMMITTEE – 13 JUNE 2022**

The minutes of the Shareholder Cabinet Committee meeting held on 13 June 2022 were agreed as a true and accurate record.

Members asked for written confirmation to be provided that the Council provided indemnity to Members representing the Council on outside bodies as referenced in the minutes.

**b. CABINET – 14 NOVEMBER 2022**

The minutes of the Cabinet meeting held on 14 November 2022 were agreed as a true and accurate record.

**c. EXTRAORDINARY CABINET – 5 DECEMBER 2022**

The minutes of the extraordinary Cabinet meeting held on 5 December 2022 were agreed as a true and accurate record.

**63. PETITIONS PRESENTED TO CABINET**

There were no petitions presented to Cabinet.

**STRATEGIC DECISIONS**

**64. JOINT SUICIDE PREVENTION STRATEGY FOR CAMBRIDGESHIRE AND PETERBOROUGH 2022-25**

The Cabinet received a report in relation to the Joint Cambridgeshire and Peterborough Suicide Prevention Strategy for 2022 to 2025.

The purpose of this report was for Cabinet to initiate a proposed strategy.

Joseph Davies, the Suicide Prevention Manager, introduced the report and provided an overview of the key points.

Cabinet Members debated the report and in summary responses to questions raised included:

- It was advised that the priority areas for the strategy had been identified through the use of the National Strategy as a foundation, as well as the incorporation of the Lifespan Suicide Prevention Model and the COVID-19 Mental Health and Wellbeing Recovery Plan. Input from the multi-agency working group, people who had been affected by suicide, and front-line staff was also used.
- Implementation of the strategy would be co-ordinated by the Suicide Prevention Manager across Peterborough City Council and Cambridgeshire County Council, it was advised, with support in delivery from six multi-agency steering groups aligned to each priority.
- Members noted that funding for the delivery of the strategy came from the NHS, and would cover a period until March 2024. After this time, alternative funding sources would be sought, likely to come from Public Health or the NHS, as they had done prior.
- Comment was made that the strategy sat alongside those in relation to the mental health and wellbeing of children and young people, and if self-harm was apparent in a young person, these would be referred to.
- One recommendation in the strategy related specifically to children and young people and consideration of vulnerability when it came to self-harm was embedded throughout the strategy.
- In relation to community involvement, it was noted that this related to the provision of training, raising awareness, and the ability to signpost those in need. It was not to place any significant responsibility on individual people.

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

1. Approved the Joint Cambridgeshire and Peterborough Suicide Prevention Strategy 2022-2025.

## **REASONS FOR THE DECISION**

The National Suicide Prevention Strategy outlined that 'Local responsibility for coordinating and implementing work on suicide prevention will become, from April 2013, an integral part of local authorities' new responsibilities for leading on local public health and health improvement.'

## **ALTERNATIVE OPTIONS CONSIDERED**

The option to not refresh the strategy was rejected as it was out of date and no longer accurately reflected the needs of the people of Cambridgeshire and Peterborough.

## **65. PASSENGER TRANSPORT CHANGES TO MILEAGE**

The Cabinet received a report in relation to changes to Passenger Transport mileage payments.

The purpose of this report was to obtain views on a proposed development or review of a strategy, plan or policy.

The Cabinet Member for Children's Services, Education, Skills and the University introduced the report and provided an overview of the key points.

Cabinet Members debated the report and in summary responses to questions raised included:

- It was advised that there was currently a £1.1 million overspend in this area, with a number of challenges being presented, including the mileage afforded to voluntary drivers, the proposal of a staff scheme, and ability for parents to become involved in a transport scheme.
- It was felt that increasing the mileage payments would benefit the children using the transport, as this would enable greater stability and consistency in the service and would mean shorter routes, as well.
- It was acknowledged that, with an increase in mileage payments, also came the possibility of tax implications for volunteers, and these would be thoroughly investigated prior to any changes being introduced if appropriate.
- Confirmation was given that officers had worked with schools and families to determine what issues were currently being faced around transport to schools and that work would be undertaken with Family Voice to set up workshops with parents to establish what blocks were in place to stop parents engaging with the service.

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

1. Authorise officers to explore and implement the increase in payment per mile for volunteer drivers from 45p per mile to 60p per mile.
2. Authorise officers to work with parents to co-produce a policy position in relation to payment for transportation of children to school alongside the use of personal transport budgets.

#### **REASONS FOR THE DECISION**

1. Improved resilience within service provision.
2. Improved efficiency and cost effectiveness to the Council.
3. Improved outcomes for children and young people travelling to school via council provision.

#### **ALTERNATIVE OPTIONS CONSIDERED**

It had been considered to maintain the current mileage rates for volunteer drivers. The impact of this would be an increasingly reduced volunteer driver group, which would require the Council to use an increased amount of taxi provision.

It had been considered whether to explore further with parents a better and more attractive personal transport budget offer. Feedback from parents suggested we need to do this in order to promote sustainable travel and provide parents and carers with a sustainable financial mechanism should they wish to participate in their child's travel provision.

#### **66. A16 NORWOOD IMPROVEMENT SCHEME\***

The Cabinet received a report in relation to the A16 Norwood Improvement Scheme.

The purpose of this report was to consider and approve the award of £1,200,000 to Milestone Infrastructure Limited to deliver a full business case and detailed design for A16 Norwood dualling improvement scheme

The Cabinet Member for Climate Change, Planning, Housing and Transport introduced the report and provided an overview of the key points.

Cabinet Members debated the report and in summary responses to questions raised included:

- It was advised that the design phase of the scheme could take up to 18 months.
- It was noted that the package of schemes was not finalised, but a great deal of work had already been undertaken in relation to modelling growth and traffic.
- Funding from the Cambridgeshire and Peterborough had been received for the design phase, though further work would be needed to secure funding for the construction.
- Members were reassured that developers had been involved in discussion up to this point and were supportive of proposals. As the project continued, their feedback would continue to be taken on board.
- It was noted that the Carbon Impact Assessment had identified that the construction work anticipated for the scheme did have a high impact level, though work was being done with developers to try to reduce this in the future.

Cabinet considered the report and **RESOLVED** to authorise the issue of a services request to Milestone Infrastructure Limited, under the existing highway services contract relating to the delivery of a full business case and detailed design for the A16 Norwood dualling improvement scheme, at a cost of £1,200,000.

## **REASONS FOR THE DECISION**

The decision was made to ensure that the Council was able to effectively deliver grant funding awarded to it by the Cambridgeshire and Peterborough Combined Authority for A16 Norwood dualling improvement scheme. Successful delivery of the funding would help the Council to obtain further funding from the Cambridgeshire and Peterborough Combined Authority for the construction of the scheme. Delivery of the scheme would improve the capacity and operational performance of the highway network which was crucial to supporting future growth of Peterborough.

## **ALTERNATIVE OPTIONS CONSIDERED**

Not to deliver the scheme: This had been discounted because the highway network around the Norwood and Paston Reserve area would suffer from heavy congestion at peak times once the development was fully occupied. This would have a negative impact on the local economy by deterring potential new businesses looking to invest in the city due to the long journey times in the area. Successful delivery of the scheme would provide significant benefits to the wider travelling public, resulting in improvements to; journey times, accessibility and the environment.

## **67. ACTIVE TRAVEL FUNDING AWARD FOR THORPE WOOD CYCLEWAY AND SCHOOL STREETS\***

The Cabinet received a report in relation to the Active Travel funding award for Thorpe Wood Cycleway and school streets.

The purpose of this report was to consider and approve the award of £625,000 to Milestone Infrastructure Limited to deliver design and construction of Thorpe Wood cycleway and £10,000 for expanding the School Streets project.

The Cabinet Member for Climate Change, Planning, Housing and Transport introduced the report and provided an overview of the key points.

Cabinet Members debated the report and in summary responses to questions raised included:

- It was advised that £1 million of funding had been received for phase one of the scheme. The overall cost was estimates at up to £3.5 million, so further funding was still to be secured for the remaining phases.
- There was, it was confirmed, further active travel funding on the horizon from Government, including revenue funding for the planning of projects, with an application already having been submitted through the Combined Authority, and capital funding for walking and cycling schemes, for which an announcement was anticipated in the new year.
- Officers advised that they were happy to investigate other areas where the School Streets project may be of benefit, or where other initiatives such as Bikeability and Bike It may be appropriate.

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

1. Authorise the issue of a services request to Milestone Infrastructure Limited, under the existing highway services contract relating to the design, delivery and construction of the Thorpe Wood cycleway, at a cost of £625,000; and
2. Authorise Milestone to develop a School Street Scheme, at a cost of £10,000.

## **REASONS FOR THE DECISION**

The decision was made to ensure that the Council was able to effectively deliver grant funding awarded to it by the Cambridgeshire and Peterborough Combined Authority for the active travel improvement schemes. Successful delivery of the funding would help the Council to obtain further funding to complete construction of Thorpe Wood cycleway and also to further expand the Schools Streets project.

## **ALTERNATIVE OPTIONS CONSIDERED**

Not to deliver the scheme: This had been discounted because the walking and cycling network to and from Thorpe Wood needed improving by making it better connected to routes that link to the wider network. Delivering the active travel improvements would provide residents and those working in the area with an alternative and more sustainable form of travel compared to the car. Successful delivery of the scheme would provide significant benefits to the wider travelling public, resulting in improvements to; journey times, accessibility and the environment.

## **68. TO AWARD A CONTRACT FOR THE DETAILED DESIGN OF RIVER NENE PEDESTRIAN BRIDGE\***

The Cabinet received a report in relation to the award of contract for the detailed design of River Nene Pedestrian Bridge.

The purpose of this report was to provide additional information to Cabinet of the service request for the delivery of a full business case, detailed design and planning for the Nene Pedestrian Bridge, and the existing NEC3 Term Service Contract with Milestone Infrastructure Limited.

The Cabinet Member for Climate Change, Planning, Housing and Transport introduced the report and provided an overview of the key points.

Cabinet Members debated the report and in summary responses to questions raised included:

- This project was considered to be vital and Members were advised that that it was anticipated to take 9 months to complete, beginning in Spring 2024, with completion in Winter 2024.
- This would allow time for the completion of a business case and the procurement process.
- It was noted that the bridge would be 101 metres in length and 34 metres high, although this design may be developed on. Pictures would be released soon, with a public consultation to begin in early 2023.
- It was asked for local residents' associations to be included in this consultation process.
- Confirmation was provided that the bridge would adhere to all relevant accessibility standards.

Cabinet considered the report and **RESOLVED** to authorise the Council to issue a services request to Milestone Infrastructure Limited, under the existing highway services contract relating to a delivery of a full business case, detailed design and planning for the River Nene Pedestrian Bridge, at a cost of up to £702,000.

## **REASONS FOR THE DECISION**

The key driver for this project was to create a new focal point in the City Centre that complemented the natural environment and established a key connection between two extensive redevelopment sites and the City Centre Core.

## **ALTERNATIVE OPTIONS CONSIDERED**

To do nothing - This option was considered and rejected because the Council would lose £2.0m investment into Peterborough from the Towns Fund and £3.4m from the CPCA, and the benefits expected to be delivered through the scheme would not be realised.

Carry out a full procurement exercise to identify an alternative provider to complete the FBC, detailed design and Planning Application - This option was rejected because: the Council had a fully procured provider already in place; and the revenue costs and staff time required to complete such an exercise would be significant, were not budgeted for and this option would delay the project putting future funding at risk.

## **69. APPLICATION FOR MOVING TRAFFIC ENFORCEMENT POWERS\***

The Cabinet received a report in relation to an application for moving traffic enforcement powers.

The purpose of this report was to advise Cabinet on an application for moving traffic enforcement powers for their consideration and to recommend delegating authority to the Executive Director for Place and Economy, for final sign off the application to the Department for Transport.

The Cabinet Member for Communication, Culture and Communities introduced the report and provided an overview of the key points.

Cabinet Members debated the report and in summary responses to questions raised included:

- Members were advised that enforcement would be undertaken using number plate recognition software via cameras certified for this type of use. This information would then be reviewed by an officer, with a penalty notice of £70 issued, reduced to £35 if paid within 13 days. There would be an appeals process in place similar to parking penalty notices.
- During this first six months, it was noted, offenders would be served with a first time warning instead of a penalty notice, in order to educate the public first.
- It was confirmed that expansion of the initial area was possible, though consultation would be required first, along with a separate 6 month 'warning' period.
- It was noted that the scheme should lead to a safer city centre for pedestrians and a vulnerable road users.
- In response to a query around the use of this technology near schools, it was advised that there were statutory restrictions around what offences could be enforced using existing cameras.
- Members were advised that, on average, the Council issued 20 to 22,000 penalty charge notices a year.
- It was felt that the new system would free up resources and allow parking attendants to deal with issues faced in neighbourhood spaces.

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

1. Approve an application to be submitted to the Department for Transport for Peterborough City Council to apply for a Designation Order to enforce moving traffic offences.
2. Subject to that application being approved, delegate the implementation of that delegation to the Executive Director for Place and Economy in consultation with the relevant Cabinet Member.

## **REASONS FOR THE DECISION**

To expand the Council's enforcement powers to create safer spaces for residents, visitors and businesses in the city.

Applications for these powers were being invited in tranches – the deadline for Tranche 2 applications was 13 January 2023 and so a decision needed to be taken to make this deadline. Applications made in the 2 Tranche were likely to see designation orders granted by July 2023. A third tranche timeline had yet to be determined and therefore it was not clear how long we might have to wait if we miss the tranche 2 deadline.

## **ALTERNATIVE OPTIONS CONSIDERED**

The following alternatives have been considered and rejected: Do not make an application for moving traffic powers and leave these offences for the police to deal with – there was no duty placed upon local authorities to use these powers. This had been rejected due to police priorities and resources making it unlikely they would be able to improve compliance in the locations considered.

## 70. COUNCIL TAXBASE 2023-24 AND COLLECTION FUND DECLARATION 2022-23

The Cabinet received a report in relation to Council Taxbase 2023-24 and Collection Fund Declaration 2022-23.

The purpose of this report was to ???

The Cabinet Member for Finance and Corporate Governance introduced the report and provided an overview of the key points.

Cabinet Members debated the report and in summary responses to questions raised included:

- It was noted that the report did not make any specific proposals around the figure for Council Tax. That proposal would come forward in the new year.
- Confirmation was provided that the collection fund deficit would not negatively impact the Council's 2023/24 budget, as this was held separately from the budget.

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

1. Propose the calculation of the Council Tax Base for 2023/24 set at a level of 61,023.62 Band D equivalent properties based on the existing council tax support scheme.

2. Note the estimated position on the Collection Fund in respect of Council Tax as at 31 March 2023 being:

£2.601m Deficit

3. Note the estimated position on the Collection Fund in respect of Business Rates as at 31 March 2023 being:

£6.178m Surplus

4. Note these estimated positions with the Executive Director of Corporate Services reserving the right to amend the final estimated position on the Collection Fund balance as at 31 March 2023 in accordance with the statutory Determination legislation and timescales.

### REASONS FOR THE DECISION

The Council Tax Base could be set at a higher or lower level. However, this could have the effect of either inflating unnecessarily the amount of Council Tax to be set or setting the tax at a level insufficient to meet the Council's budget requirements. A similar position could arise if the surplus or deficit were set at a higher or lower level.

The calculation and return of the information included in the NNDR1 was a statutory requirement which could be formally delegated to an officer. As with Council Tax if the amount of business rates estimated to be collected was increased or reduced or the surplus or deficit was set at a higher or lower level then the amount of income available to the Council would change with the consequent effect on service provision or Council tax levels.

### ALTERNATIVE OPTIONS CONSIDERED



This report covered calculations that were all prescribed by regulations with the effect that no other options needed to be considered.

## **71. RURAL DISPOSALS\***

The Cabinet received a report in relation to Rural Disposals.

The purpose of this report was to consider the individual disposals of four holdings as detailed in this report and exempt appendix.

The Cabinet Member for Finance and Corporate Governance introduced the report and provided an overview of the key points.

Cabinet Members debated the report and in summary responses to questions raised included:

- It was noted that tenants of the four holdings were given first refusal on the purchase of part of whole of the land on offer.
- Comment was made that the market for rural land was currently buoyant and, from the perspective of value, it was an appropriate time to sell. Work had been done to ensure that best value was being achieved. Without selling the land, it was noted that the Council would face additional challenges in setting its budget.
- Officers advised that they were confident the overall targets for the Asset Strategy would be achieved through a phased approach.

Cabinet resolved to exclude the press and public from the meeting for the discussion of Appendix 1 to the report by reason of paragraph 3 of Schedule 12A of Part 1 of the Local Government Act 1972 because it contained information relating to the financial and business affairs of the Council. The public interest test had been applied to the information contained within this exempt appendix and it was considered that the need to retain the information as exempt outweighed the public interest in disclosing it.

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

1. Agree conditionally, subject to final assessment as set out in paragraph 4.6 of the report, to the proposed disposals of four farm holdings as set out below and detailed in the confidential appendix with final decision about disposal and terms to be delegated to the Executive Director of Resources and the Director of Legal in consultation with the Cabinet Member for Finance and Corporate Services.
2. Note the proposed marketing for disposal of the vacant Turves Farm.

### **REASONS FOR THE DECISION**

The Council needed to secure capital receipts in this financial year and up to 24/25.

### **ALTERNATIVE OPTIONS CONSIDERED**

The Council could continue to let the estate on the Farm Business Tenancies and Agricultural Holdings Act tenancy agreements that are currently in place. However, this will not enable PCC to fulfil its requirement for significant capital receipts and there is the continued liability of needing to supply grain stores and improve the infrastructure across the estate.

Chairman  
10.00am to 11.24am  
19 December 2022