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MINUTES OF COUNCIL MEETING HELD 9 OCTOBER 2013

The Mayor – Councillor June Stokes

Present:

Councillors Arculus, Ash, Casey, Cereste, Dalton, Davidson, Day, Eley, Fitzgerald, Fletcher, Forbes, Fower, JA Fox, JR Fox, Goodwin, Harper, Harrington, Hiller, Holdich, Jamil, Johnson, Khan, Knowles, Kreling, Lamb, Lane, Lee, Martin, McKean, Miners, Murphy, Nadeem, Nawaz, North, Over, Peach, Rush, Saltmarsh, Sandford, Scott, Seaton, Serluca, Shabbir, Shaheed, Sharp, Simons, Stokes, Swift, Sylvester, Thulbourn, Todd and Walsh.

1. Apologies for Absence

Apologies for absence were received from Councillors Allen, Sanders, Shearman and Walsh.

2. Declarations of Interest

There were no declarations of interest.

3. Minutes of the Meetings Held on 10 July 2013 31 July 2013

The minutes of the meetings held on 10 July 2013 and 31 July 2013 were agreed to be an accurate record subject.

4. Mayor's Announcement Report

Members noted the updated report outlining the Mayor's engagements for the period commencing 8 July 2013 to 29 September 2013.

The Mayor addressed the meeting further highlighting some of the events attended so far.

5. Leader's Announcements

There were no announcements from the Leader.

6. Chief Executive's Announcements

There were no announcements from the Chief Executive.

COMMUNITY INVOLVEMENT TIME

7. Questions with Notice by Members of the Public

No questions had been received from members of the public.

8. Questions with Notice by Members of the Council Relating to Ward Matters to the Cabinet Members and to Committee Chairmen

Questions relating to Ward matters were raised and taken as read in respect of the

following:

1. HGVs on Lincoln Road;
2. Land behind Norwood School;
3. Development in Dogsthorpe;
4. Bus Services from Walton;

Due to the time limit for the item being reached, questions relating to the following topics were responded to in writing outside the meeting:

5. Land at the Spinney in Ravensthorpe;
6. Grass cutting at former John Mansfield School;
7. Local bus services to the hospital;

A summary of all questions and answers raised within agenda item 8 are attached at **APPENDIX A** to these minutes.

9. Questions with Notice by Members of the Council to representatives of the Fire Authority and Police and Crime Panel

No questions were received.

10. Petitions Submitted by Members or Residents

Councillor Fower submitted a petition calling for a Cycle Lane to be installed in Bridge Street.

Councillor Lane submitted a petition from residents to remove a parking barrier in Crowhurst.

EXECUTIVE BUSINESS TIME

11. Questions with Notice to the Leader and Members of the Executive

Questions to the Leader and Members of the Executive were raised, with all of the questions being taken as read, in respect of the following:

1. Changing banks;
2. Litter in Millfield;
3. Protection of post office services;
4. A14 consultation;
5. A14 investment;
6. Moving post offices;

Due to the time limit for this item being reached, the following questions were responded to in writing:

7. Dog fouling;
8. Proposed price freeze of electricity and solar farms;
9. HGVs on Welland Road;
10. Superfast broadband and Wi-Fi;
11. Impact of welfare reforms; and
12. Mental Health Challenge.

A summary of all questions and answers raised within agenda item 11 are attached at **APPENDIX B** to these minutes.

12. Questions without Notice on the Record of Executive Decisions

Members received and noted a report summarising:

1. Decisions taken at the Cabinet Meetings held on 23 July 2013 and 23 September 2013;
2. Use of the Council's call-in mechanism, which had been invoked once since the previous meeting;
3. Special Urgency and Waiver of Call-in provision, which had not been invoked since the previous meeting; and
4. Cabinet Member Decisions taken during the period 12 July 2013 to 4 September 2013.

Questions were asked about the following:

Community Asset Transfer Strategy

Councillor Murphy queried whether more was being spent on securing redundant buildings than was spent on the provision of Play Centres and whether the development at the Spinney was welcomed. Councillor Scott advised that there was not sufficient funding available to see all the centres remaining open to the end of the funding period and the high costs to run those centres had ceased. Councillor Seaton added that £20,000 may have to be spent to the end of March but £170,000 had been saved each year.

Selective Licensing of Private Rented Property

Councillor Khan queried whether the final decision would be taken at Cabinet or Council and whether consideration was given to extending the scheme across the city. Councillor Cereste advised that the issue would be fully consulted upon. The Legal Officer advised that the final decision was a function of Cabinet so the decision would be taken there.

Passenger Transport – Subsidised Service Provision

Councillor Ash queried whether it was possible to amend the services that had been put in place. Councillor Cereste responded that if budgets and funding became available the service could be reviewed. Councillor Dalton added that the new arrangements could be reviewed in the future especially if there were widespread problems experienced.

Medium Term Financial Strategy

Councillor Miners requested what funding cuts and savings would be expected in the coming years. Councillor Seaton advised that details could be collated and circulated to councillors once known.

Award of Contract for the construction of a new school building and the refurbishment and remodelling of existing buildings to accommodate the expansion of Gladstone Primary School

Councillor Fower queried whether the school was to be a Free School. Councillor Holdich responded that this would not be the case.

Councillor Murphy queried whether the Cabinet member regretted the loss of pre-school places and the Sure Start Centre. Councillor Holdich responded that officers had worked with the community and the school to ensure the budget for the project was invested appropriately.

Moy's End Stand Demolition and Reconstruction

Councillor Fower queried what reassurance existed for the investment should the football club leave the city centre. Councillor Cereste responded that there was no guarantee that money would be returned in this event. However, the Council owned the site which could then be further developed or redeveloped so the investment could be recouped through this and also from the new homes bonus from the surrounding area.

Academy transfer Agreement (various)

Councillor Miners queried whether there would be any Local Authority schools left by 2015. Councillor Holdich responded that there would be and new schools were being planned. Academies were not promoted by the Council but it was for school governors to determine.

Future Cities Demonstrator

Councillor Fox queried what the criteria was for obtaining the grants and how groups could apply. Councillor Cereste advised that he would ask officers to advise Councillor Fox of this.

COUNCIL BUSINESS TIME

13. Committee Recommendations

(a) Revised Contract Regulations

Council received a report from the Audit Committee that requested its agreement to include the Contract Rules within the Constitution to replace the current Contract Regulations. Councillor Lamb introduced the report and moved the recommendations. This was seconded by Councillor Arculus.

Council **AGREED** to:

Include the Contract Rules within the Constitution to replace the current Contract Regulations.

14. Notices of Motion

1. Councillor Fox moved the following motion:

That this council:

1. Acknowledges that consultation methods have caused concern recently with elected Members and members of the public;
2. Agrees that a consultation process/guide/policy should be written in order to:
 - a. provide guidance and instruction to officers to ensure all consultations are conducted fully and fairly;
 - b. reassure councillors and members of the public that they will be made aware of any changes to council services;
 - c. provide information to councillors and members of the public on how consultations will be carried out so they know how and when they can make themselves heard and can contribute to those consultations;
 - d. ensure that the impact of national policies, such as the Welfare Reform Act, is considered before making decisions on local services and policy; and
 - e. provide reassurance that consultation responses are considered when formulating final recommendations.

Councillor Cereste proposed that in place of the motion a group be established to devise the policy.

Councillor Fox agreed to this proposal as long as the time taken by the group was not too long and with the consent of Council the motion was **WITHDRAWN**.

The Legal Officer advised that the group would report back to Council in order to make a recommendation to Cabinet to agree a new policy.

2. Councillor Murphy moved the following motion:

Council notes that Zero-hours contracts mean insecurity and stress for too many Peterborough families. Some on these contracts have to be available at the drop of a hat for their employer, even if there is no work. Others are required to work exclusively for one employer with no guarantee that they will get enough hours to pay the bills.

Council believes that in practice, many work regular hours, for the same employer and as such should be employed as hourly paid or salaried workers. We need to build an economy that works for workers. Peterborough was built on hard work and we believe people want to feel secure at work and proud to work. Ending the exploitative use of zero-hours contracts is a step towards this.

Council resolves to review any zero hour contracts with a view to moving staff to other arrangements and for the chief executive to review all council departments to establish whether any contractors currently carrying out work for the authority have employees on the controversial contracts, which does not oblige the employer to provide work for the employee.

Having ascertained which, if any, contractors use the zero hour scheme, the authority will then meet to discuss how appropriate it is to continue using those businesses.

Further Peterborough City council will encourage other employers in private, partner and statutory organisation to halt the continued and regular use of zero hour contracts.

The motion was seconded by Councillor Martin who reserved his right to speak later in the debate.

A brief debate was held in which issues were raised including:

- Some companies relied on 0-hour contracts to manage fluctuating workloads;
- The abuse of 0-hour contracts should be tackled not all 0-hour contracts; and
- Private and Public sector employers must work together to resolve the issues.

Following debate a vote was taken (21 for, 30 against and 1 abstention) and the motion was **DEFEATED**.

3. Councillor Fower moved the following motion:

With hundreds of people having signed up to a petition to support the call to introduce a cycle lane along Bridge Street, and given the Council Leader's clear concerns regarding potential safety issues from a minority of cyclists, this Council recommends that the Cabinet introduce a bespoke cycle lane along this stretch from Cathedral Square to the junction with Bourges Boulevard.

The motion was seconded by Councillor Sandford who reserved his right to speak later in the debate.

During debate on the item issues raised included:

- Consideration should be given to disabled and partially sighted pedestrians;
- Trees may need removing to make way for any additional cycle lane;
- Cyclists should be banned from the whole central pedestrian area;
- Alternative routes existed;
- No costs were included with the motion;

- Should not mix cyclists and pedestrians;
- Level of demand for a cycle lane is not convincing;
- Peterborough should promote cycling as part of Environment Capital aspirations; and
- Enforcement problems persist.

Following debate a vote was taken (4 for, 46 against and 1 abstention) and the motion was **DEFEATED**.

Councillor Lee left the meeting.

4. Councillor Forbes moved the following motion:

This council recognises that the rail network is vitally important to Peterborough and the UK's economic and social livelihood as well as a greener and more sustainable future, and is key to economic regeneration and job creation in the city and across the country.

This council acknowledges that the present structure of the UK rail network does not provide value for money or fairness for passengers and taxpayers. The UK has the highest fares in Europe, with no incentive for private investment, and public subsidy that has doubled since privatisation.

This council notes a survey carried out in August 2013 by polling firm Survation, which found that 58% of the public want East Coast to remain in public hands, with only 21% believing it should be re-privatised.

This council welcomes the Labour Party's commitment to retaining the East Coast in public hands and notes that the franchise has delivered more than £600 million to the Department for Transport since it left the private sector in 2009, and over £800 million by the end of the financial year.

This council further notes unlike other failed operators of Intercity East Coast, the current publicly owned operator has successfully made all its contractual payments back to Government, and that it paid back £177 million to the Government compared to Virgin Trains payment of £156 million for West Coast.

Given the considerable benefits to the taxpayer and to the people of Peterborough as noted, this council cannot agree with Stewart Jackson MP's position of equivocation on East Coast. Speaking in Parliament on 20 June 2013, Mr Jackson misrepresented East Coast's punctuality statistics in order to make them seem worse than they were, and declared that "it is important that we have a new, long-term private partner to innovate and drive up standards on the east coast main line".

This council believes Mr Jackson's views to be out of step with local and national opinion, and constitute a failure to champion the best interests of Peterborough and its residents.

The motion was seconded by Councillor Murphy who reserved his right to speak later in the debate.

Councillor Ash moved an amendment to remove words and insert others as below:

This council recognises that the rail network is vitally important to Peterborough and the UK's economic and social livelihood as well as a greener and more sustainable future, and is key to economic regeneration and job creation in the city and across the country.

This council acknowledges that the present structure of the UK rail network does not provide value for money or fairness for passengers and taxpayers. The UK has the highest fares in Europe, with no incentive for private investment, and public subsidy that has doubled since privatisation.

This council notes a survey carried out in August 2013 by polling firm Survation, which found that 58% of the public want East Coast to remain in public hands, with only 21% believing it should be re-privatised.

This council ~~supports~~ ~~welcomes the Labour Party's commitment to~~ retaining the East Coast in public hands and notes that the franchise has delivered more than £600 million to the Department for Transport since it left the private sector in 2009, and over £800 million by the end of the financial year.

This council further notes unlike other failed operators of Intercity East Coast, the current publicly owned operator has successfully made all its contractual payments back to Government, and that it paid back £177 million to the Government compared to Virgin Trains payment of £156 million for West Coast.

Given the considerable benefits to the taxpayer and to the people of Peterborough as noted, this council believes it is important to keep East Coast in the public sector as it is well placed to innovate, drive up standards and continue to return a useful profit to the taxpayer. ~~cannot agree with Stewart Jackson MP's position of equivocation on East Coast. Speaking in Parliament on 20 June 2013, Mr Jackson misrepresented East Coast's punctuality statistics in order to make them seem worse than they were, and declared that "it is important that we have a new, long-term private partner to innovate and drive up standards on the east coast main line".~~

~~This council believes Mr Jackson's views to be out of step with local and national opinion, and constitute a failure to champion the best interests of Peterborough and its residents.~~

This was seconded by Councillor Sharp.

Following a query, the Legal Officer advised that Councillor Forbes did not have a pecuniary interest in the motion.

Following a brief debate a vote was taken (14 for and 35 against) and the amendment was **DEFEATED**.

The original motion was debated and issues raised included:

- This was a political and not a council matter;
- Private investment was often needed;
- If a private owned franchise was better it should go ahead;
- A Local Authority consortium could be established to run the line; and
- The line operates well in public hands and returns money to government.

A vote was taken (11 for, 26 against and 11 abstentions) and the motion was **DEFEATED**.

Councillor Lee returned to the meeting.

15. Reports and Recommendations

a) Honorary Recorder of the City of Peterborough

Council received a report that requested it approve the appointment of an Honorary Recorder of the City to further the link between the Council and the criminal courts, and

to involve the Resident Senior Judge sitting in the Crown Court in local civic affairs and events. Councillor Cereste moved the recommendations in the report and this was seconded by Councillor Holdich who reserved his right to speak later in the debate.

Following a brief debate a vote was taken (38 for, 8 against and 4 abstentions) and it was **RESOLVED** to:

Approve the appointment of an Honorary Recorder of the City to further the link between the Council and the criminal courts, and to involve the Resident Senior Judge sitting in the Crown Court in local civic affairs and events.

b) Senior Management Restructure

Council received a report notifying it of the changes the Chief Executive intended to make to the senior management structure as required under section 4 of the Local Government and Housing Act 1989. The Chief Executive, as Head of Paid Service, had a duty under the Local Government and Housing Act 1989 to determine the staffing arrangements necessary to deliver the Council's functions.

Councillor Lamb moved the recommendations in the report and this was seconded by Councillor Fitzgerald.

During a brief debate issues raised included:

- No real changes were proposed, just a re-shuffle;
- Should look to bring in external talent to the council;
- New structure should address future challenges; and
- Savings would be delivered with the new structure.

Following debate a vote was taken (43 for, 5 against and 2 abstentions) and it was **RESOLVED** to:

Note the changes which the Chief Executive intended to make to the senior management structure of the Council.

c) Appointment of Chair of Scrutiny Committee

Council received a report requesting it appoint a chair to the Sustainable Growth & Environment Capital Scrutiny Committee following the resignation of the existing chair.

Councillor Cereste moved the recommendations proposing Councillor Arculus as the new Chair of the committee and this was seconded by Councillor Holdich.

Councillor Khan proposed that Councillor Thulbourn be appointed chair of the committee. This was seconded by Councillor Jamil.

A vote was taken (Councillor Arculus 38 votes, Cllr Thulbourn 13 votes) and Councillor Arculus was named as Chair of the Sustainable Growth & Environment Capital Scrutiny Committee

The Mayor
7.00pm – 9.50pm

FULL COUNCIL 9 OCTOBER 2013

SUMMARY OF QUESTIONS & ANSWERS

Questions were received under the following categories:

<u>COMMUNITY INVOLVEMENT TIME</u>	
7	<u>Questions with notice by members of the public</u>
	None received.
8	<u>Questions with notice by Members relating to ward matters To the Cabinet Members and to Committee Chairmen</u>
1.	<p>Question from Councillor Shaheed:</p> <p>To Councillor Cereste, Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement</p> <p>The volume of HGVs along Lincoln Road is causing an issue for many Walton residents. I realise they have to make deliveries to Morrisons and the Retail Park but the idea is then to head south along the A15 and use the parkways to negotiate around the city. Unfortunately this isn't happening. The biggest offender is Royal Mail who have no need to travel along that part of Lincoln Road but do so for convenience. Surely this is illegal given the vehicular restrictions imposed on that stretch of road? The constant vibrations from these vehicles is causing damage to the structure of many properties along that stretch. It is also causing extreme damage to the actual road surface. Is there any way of imposing the restrictions, especially in regards to Royal Mail?</p> <p>Councillor Cereste responded:</p> <p>As with all 7.5T weight restrictions, any vehicle exceeding the posted weight limit is permitted to enter the restriction and travel along the road to make a delivery or collection from any premises within the restricted area. Once the vehicle has made its delivery or collection it can exit the restricted area in any direction. Vehicles are neither required to enter a restricted area by the shortest route to their destination nor exit the area using the same route by which they entered. Royal Mail drivers are not contravening the restriction and the council has no powers to enforce weight restrictions, as this responsibility rests with the Police. I will however ensure that the Police are made aware of these concerns.</p> <p>The condition of our roads is regularly monitored and we have no evidence to support the view that vehicles are causing extreme damage to the road surface, or structural damage to properties.</p> <p>Councillor Shaheed asked the following supplementary question:</p> <p>Could Section 106 monies be used to carry out some of the road surface and pot-hole repairs?</p> <p>Councillor Cereste responded:</p> <p>I will investigate if this is possible.</p>

2.	<p>Question from Councillor Fower:</p> <p>To Councillor Seaton, Cabinet Member for Resources</p> <p>Could the relevant cabinet member please confirm for me as to who actually owns the fenced off field, located adjacent to Elter Walk and to the rear of Norwood School, is this land registered as School property or is this still owned by this local authority?</p> <p>Councillor Seaton responded:</p> <p>Peterborough City Council owns the freehold of the land from Gunthorpe Road all the way back to the rear of 21-22 Borrowdale Close which includes Norwood Primary School and their enclosed school playing field.</p> <p>The School site (including the playing field) was transferred to PCC from Cambs County Council on 01/04/1998 when we became a unitary authority along with all other education and adult social care assets.</p> <p>Councillor Fower asked the following supplementary question:</p> <p>Could this land be opened to the public outside the school opening</p> <p>Councillor Seaton responded:</p> <p>I will look into this and respond outside the meeting.</p>
3.	<p>Question from Councillor Ash:</p> <p>To Councillor North, Cabinet Member for Environment Capital and Neighbourhoods</p> <p>At the July council meeting the Cabinet Member agreed that he scheme at Central Dogsthorpe was important and much needed. Due to additional design work, a further capacity bid is required and needs to be considered. Can the Cabinet Member confirm that money will be available for the project and if the additional funding has now been considered or when it will be considered?</p> <p>Councillor North responded:</p> <p>As confirmed in July, A further capacity bid is being considered as part of the 2014/15 budget setting process.</p> <p>As with all other bids, this will need to be considered against the background of the significant financial challenges that Councils are facing.</p> <p>I am sure that Cllr Ash is familiar with the budget setting process and timescales that this Council follows. Cabinet expect to bring forward proposals for consultation later this year. That consultation will, as usual, include opportunities for engagement with Members, prior to approval by this Chamber.</p> <p>Councillor Ash asked the following supplementary question:</p> <p>Why, if the budget was previously agreed, were residents then let down?</p> <p>Councillor North responded:</p> <p>The cost of the overall project had gone up but it could be included in the next budget round of spending agreements.</p>

4.	<p>Question from Councillor Sandford:</p> <p>To Councillor Cereste, Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement</p> <p>Since 1 October elderly residents in Walton ward have had their direct bus service to the City Hospital withdrawn and the Council has also withdrawn the buses which used to transport children from Bretton to the Voyager School. There is no evening bus service to the Showcase Cinema but the Council has put on two new buses arriving at the Showcase at 7am and 7.50am – a full three hours before the cinema actually opens.</p> <p>Could the relevant cabinet member please explain why these bus service cuts are being allowed to hit hardest at elderly people and school children whilst at the same time providing new bus routes which don't appear to make any sense?</p> <p>Councillor Cereste responded:</p> <p>Due to the financial position the Council is in we have had to provide a reduced bus service but one that covers as much of the Peterborough area as possible. For school pupils travelling from Bretton to the Voyager, this is a journey under 3 miles and in line with our school transport policy we expect mainstream secondary school pupils to walk or cycle that distance. Pupils still have the option of travelling by bus into the city centre and then onto the Voyager.</p> <p>Voyager School is looking to provide its own service and officers have offered to assist in helping them through the procurement process.</p> <p>The new services have been designed around the needs of the elderly but unfortunately we are unable to cater for every journey. Importantly, Walton residents can still get to the city hospital and will have to change in the city centre. Before the changes came into effect, the majority of people in the urban area had to travel into the city centre and get a connecting bus to the hospital.</p> <p>On the cinema issue, the 21 bus route goes past the cinema. In the mornings the cinema stop will not be used by passengers but commuters will be using stops just past the cinema. At these times the service is for commuters working in this location, not for people wanting to go to the cinema. Later in the day when the cinema is open the stop will be used by passengers who want to access the cinema.</p> <p>Councillor Sandford asked the following supplementary question:</p> <p>Are the cuts to the services disproportionate and affect the elderly and children the most?</p> <p>Councillor Cereste responded:</p> <p>No. It would be preferable not to make the cuts but this was in line with other budget cuts.</p>
5.	<p>Question from Councillor Murphy:</p> <p>To Councillor North, Cabinet Member for Environment Capital and Neighbourhoods</p> <p>Can the cabinet member for (neighbourhoods) reassure me that the new Spinney Play Centre Buildings and open play areas in Ravensthorpe, and the land are insured, when this policy was renewed/updated and by whom and can he also assure me that public liability insurance is in place and clarify who owns the premises and outdoor play equipment?</p>

	<p>Councillor North may have responded:</p> <p>This council committed some time ago to working with communities to try to ensure that the former playcentre buildings are retained for community use, and excellent progress has been made so far thanks to the efforts of councillors and communities.</p> <p>Cabinet also recently agreed to continue with revenue funding for running costs for these eight buildings until March 2014 so that successful and sustainable transfers to community groups can take place.</p> <p>You will have seen the recent publicity following the refurbishment of the Spinney playcentre, and I would like to add my thanks to that of others for the generosity of our communities and businesses who donated considerable time and resource to make this happen.</p> <p>The Spinney building will continue to be insured by the council, and the value of cover will be increased to reflect the newly refurbished status. It is likely that Little Miracles will be taking on the lease of the building as part of the current community asset transfer programme, and will be managing the asset in the role of a tenant with a community led management committee. As such they will be responsible for the contents and public liability insurance, and they are already aware of this.</p>
6.	<p>Question from Councillor Miners:</p> <p>To Councillor Elsey, Cabinet Member Culture, Recreation and Waste Management</p> <p>What is the grass cutting maintenance programme for the two recreation areas once associated with the John Mansfield School, namely the sites in Western Avenue and Poplar Avenue – as despite repeated requests for clarification local councillors still await answers?</p> <p>Councillor Elsey may have responded:</p> <p>The Growth team are in the process of putting together a programme of grass cutting and where applicable hedge trimming and fence maintenance. Arrangements are also being put in place to increase the amount of site inspections in order to identify and where possible, reduce any anti-social activity, for example fly tipping. The team will notify Dogsthorpe Ward Councillors as to the arrangements in due course. In addition they will continue to report progress made with the proposed sale of both of these sites much as they did with the recent sale of the former care home site at Pine Tree Close.</p>
7.	<p>Question from Councillor Davidson:</p> <p>To Councillor Cereste, Cabinet Member Growth, Strategic Planning, Housing, Economic Development and Business Engagement</p> <p>The loss of direct bus services from Gunthorpe to Werrington Centre from 1 October. The 406 which ran along Coniston road and part of Gunthorpe Road will be withdrawn and the only replacement bus (with a few journeys each day) requires people to walk down into Fulbridge Road. For some this will involve walking half way to Werrington before they can catch the bus. The problem that arises from this unreliable service is that the bus service now does not transport people to the hospital directly causing our ageing population of Werrington to lose vital appointments and has raised concerns to residents who saw the 406 as a vital necessity. Can the Cabinet Member please explain the logic behind this?</p> <p>Councillor Cereste may have responded:</p> <p>The changes have come about because the Council is receiving less money from</p>

	<p>Government. To continue to run all of our old subsidised services would have cost £1.9 million per year and the budget that is available is £600,000.</p> <p>We have listened to what people wanted and have been able to provide a valuable service for as much of the Peterborough area as we could. We have not been able to keep all of the connecting services but importantly people can still access the hospital. Before the changes came into effect, the majority of people in the urban area had to travel into the city centre and get a connecting bus to the hospital.</p>
9	<p><u>Questions with notice by Members to Council representatives of the Fire Authority and Police and Crime Panel</u></p>
	<p>None received.</p>

EXECUTIVE BUSINESS TIME**11 Questions with Notice to the Leader and Members of the Executive****1. Question from Councillor Serluca:**

To Councillor Seaton, Cabinet Member for Resources

In July 2012, a question was asked in this chamber as to whether the Council was reviewing its banking arrangements and it was suggested that the Council should move to a mutual bank such as the Co-op. This was accompanied by a radio interview in which it was suggested the Council should move to a, and I quote, "decent" Bank like the Co-op. Can the Cabinet Member for Resources please give an update on the position?

Councillor Seaton responded:

In responding to that question, I outlined how the council has a duty to obtain best value and protect council tax payers' money. The choice of bank is a critical element of this duty.

Which banks we are able to use is outlined in the treasury management strategy, approved by Full Council each year. This specifies the minimum credit rating that a bank must have for the Council to use them.

Back in July 2012, the co-op bank did not meet our minimum credit rating, so we would not use them.

The subsequent problems at the Co-op bank mean that the agencies have now downgraded their credit rating to junk status.

Their proposed rescue plan is due to be released this month, and will very likely mean losses for investors. The Co-op's auditors have confirmed that, without the emergency injection of capital, the bank will no longer be a going concern.

If we had taken the suggestion raised and used the co-op as our bankers, we would now be facing the following issues:

- The possibility of losses on investments
- Needing to find alternative bankers, with the impact that this would have on our residents, especially for all those people who make payments to the Council for the council tax or business rates

I would highlight one other point. The Co-op bank is the financial arm of the Co-operative Group, which has happily taken substantial funds from the bank in the past and then provided 80% of the funding to its political wing, the Cooperative Party. A Member of this council receives funding from the Cooperative Party yet called publicly on the radio for this council to move to the Coop Bank and suggested in a question at full Council that we do so. A bank that the councillor said 'plays by the rules and is less risky'. It is a funny old world isn't it?

2. Question from Councillor Shaheed:

To Councillor Elsey, Cabinet Member for Culture, Recreation and Waste Management

I often walk into work and when I approach Millfield the level of litter each and every day is appalling. I realise a team from Enterprise clear up each morning, which is a thankless task. Would it not be more cost effective to have regular patrols each day & night to catch the perpetrators and issue respective fines? Or, as there are a lot of eateries along that

stretch, could the onus not be put on the owners to clear up any litter outside their premises or incur a fine?

Councillor Eley responded:

The council and Enterprise Peterborough continue to work closely together to tackle the problems associated with littering in parts of our city, including Millfield. Littering blights communities and creates a negative image on our streets, and we all need to work together to change the behaviours of the minority of people who think this is acceptable.

The Council employs 5 officers to undertake a wide range of environmental enforcement activities across the whole city, and this financial year alone they have issued 1,040 fixed penalty notices for littering across Peterborough.

In addition, officers are currently exploring the possibility of more dedicated enforcement activity in this part of Peterborough which, if agreed, will be delivered in partnership with Enterprise Peterborough and a third party enforcement organisation.

Alongside this, and as part of the Operation Can-do programme, a campaign aimed at working with and educating business owners in Millfield will be running throughout October and will include work to tackle littering from their premises.

3. **Question from Councillor Miners:**

To Councillor Cereste, Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement

PCC has sought, over the last few years following Post Office closures, to support and preserve Post Office services from other community outlets therefore, does the Leader believe PCC should develop a firm policy to protect these post office services, following any Royal Mail sell-off?

Councillor Cereste responded:

This council is committed to delivering the principles of localism, and we recognise the important role that a range of different services, including the Post Office, play in our communities.

Because of this, it is the council's intention, as reflected in the Capital Strategy, that new community infrastructure will be delivered using the principle of 'co-locating' different services into a single building. Using this approach, space will be used flexibly to incorporate a range of different services such as health, police, community facilities, skills and library services. This will also ensure that costs are minimised.

This list is not exhaustive however, and so there is no reason why post office services could not also be incorporated within a community hub if the financial and business model enabled that.

As far as existing Post Offices are concerned, we continue to enjoy a good working relationship with the Post Office management team who have always involved us at the very earliest stages of any changes to post offices in Peterborough, and I do not envisage that relationship changing as a result of any developments with Post Office structural arrangements.

Councillor Miners asked the following supplementary question:

Is the Leader sorry to see a part of history go as Royal Mail ends?

Councillor Cereste responded:

	<p>I am very concerned with heritage issues but businesses also need to be modernised and it is yet to be seen whether the Post Office will survive.</p>
4.	<p>Question from Councillor Thulbourn:</p> <p>To Councillor Cereste, Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement</p> <p>Has PCC had an input into the consultation on the proposed changes to the A14 and if so what was our contribution?</p> <p>Councillor Cereste responded:</p> <p>As Leader I have taken an active role in supporting the A14 Consortium in successfully lobbying Government for investment in this critical transport corridor. Many Peterborough businesses rely on this strategic route and it is essential that bottlenecks and congestion are removed in order to unlock the full economic potential of our Local Enterprise Partnership area. Government made it clear from the outset that local contributions had to be made towards the cost of the scheme, and that tolling would be necessary. Subject to approval through our budget process, I have pledged a total of £1.5m over 25 years towards the £1.5bn cost of the scheme and if agreed by members this would be funded from future Community Infrastructure Levy receipts.</p> <p>Councillor Thulbourn asked the following supplementary question:</p> <p>Some feedback is negative about the proposed upgrade and will this create a North/South divide in the area?</p> <p>Councillor Cereste responded:</p> <p>The only negative feedback came from Suffolk. Peterborough is part of the Easter region and millions of pounds (£) are lost to the A14. Peterborough should benefit from the new scheme.</p>
5.	<p>Question from Councillor Sandford:</p> <p>To Councillor Cereste, Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement</p> <p>I have been told that Peterborough City Council has pledged to contribute around £50,000 towards the cost of the proposed A14 upgrade. Could the leader of the Council confirm whether this is correct and, if it is, why was he not able to persuade the Highways Agency to hold any of their public consultation events on the scheme in Peterborough so that our residents could see what is proposed and have their say on it?</p> <p>Councillor Cereste responded:</p> <p>I would like to reassure Cllr Sandford that we have not pledged to contribute £50m towards the cost of the proposed A14 upgrade. I have pledged a total contribution of £1.5m over 25 years towards the estimated £1.5bn cost of the scheme to be funded from future Community Infrastructure Levy income, if agreed by members through the budget setting process.</p> <p>Rightly, the Highways Agency has focused its public consultation on those communities between Huntingdon and Cambridge who will be directly affected by the physical upgrade of the road, holding a series of public exhibitions. Public consultation runs until 13 October and full details of the scheme and how to comment are available on our website.</p>

	<p>Councillor Sandford asked the following supplementary question:</p> <p>Should Peterborough have been consulted on this expenditure especially as it will increase journey lengths and introduce a toll on the road?</p> <p>Councillor Cereste responded:</p> <p>The current bridge at Huntingdon is not safe and will cost millions of pounds (£) to properly repair. Consultation was carried out with communities along much of the length of the road.</p>
6.	<p>Question from Councillor Davidson:</p> <p>To Councillor North, Cabinet Member for Environment Capital and Neighbourhoods</p> <p>The Post Office in Werrington centre closes the 16th October and the new Post Office does not open until the 18th October which is allocated in Hodgeson Av which will have a impact on the ageing disabled community of Werrington and the non disabled this will cause a huge inconvenience and therefore only limiting some to use the Post office in Church St located in Werrington Green. This raises concerns such as appropriate parking or in deed the lack of parking facilities at the new Post office which will have an impact on, the already limited parking spaces for the residents who live there.</p> <p>I am very concerned that this situation could have been prevented now the residents of Werrington will have to balance getting access to a Post Office and having to return to Werrington centre in order to get there weekly provisions !!! Can the relevant Cabinet Member provide a explanation, regarding this or is it the intentions to see Werrington become a no go zone?</p> <p>Councillor North responded:</p> <p>It is absolutely not the intention of this council to make any part of Peterborough a no-go zone, nor does the council run post office services itself.</p> <p>However, the council was contacted by the Post Office Network in April to inform us that they were concerned that the post office provision at Werrington Centre was operated by a temporary sub-postmaster, who could withdraw their service at any time. Had this happened, this would have resulted in no provision for some considerable time whilst an alternative location was sought. At the same time, the Post Office Network confirmed that they were investing heavily in post office provision and presented on their overall approach to an All Party Policy meeting in April this year.</p> <p>Specifically in relation to post office services in Werrington, the Post Office Network informed us that they had advertised the opportunity for other retail premises in Werrington Centre and nearby to become the location for new permanent post office provision, but the only formal application they received was from the Premier Convenience Store on Hodgson Avenue.</p> <p>There followed a 6-week consultation exercise, run by the Post Office Network, before the final decision to relocate to Hodgson Avenue was made. The result is new permanent post office provision for Werrington's community in newly refurbished premises with significantly longer opening hours. The post office in Werrington Green remains unaffected.</p>
7.	<p>Question from Councillor Fower:</p> <p>To Councillor North, Cabinet Member for Environment Capital and Neighbourhoods</p> <p>In recent weeks, I have been notified of a seeming increase in the number of dog fouling</p>

	<p>incidents within the South Werrington and North Gunthorpe ward. Each noted incident has been reported, but I wonder if the relevant cabinet member could let me know what this administration are doing to help reduce dog fouling and what support they are offering dog walkers to ensure dog dirt is collected and disposed of correctly?</p> <p>Councillor North may have responded:</p> <p>As with any form of littering, dog fouling left on our streets is both unacceptable and unhygienic.</p> <p>There are currently 1,900 bins in Peterborough that are a mixture of both litter and dog fouling bins, both of which can be used for residents to clean up after their dogs.</p> <p>Enterprise Peterborough are currently in the latter stages of mapping all of these bins to ensure they are in the most effective locations and will be relocating any where required.</p> <p>The Enterprise Peterborough Street Cleaning team always try to prioritise clean ups when the area in question is around schools, play areas and other vulnerable areas.</p> <p>The council's Environmental Enforcement officers also patrol areas known to be hotspots for dog fouling, although fouling rarely occurs during patrols making enforcement sanctions against irresponsible dog owners unviable.</p> <p>Finally we are in the early stages of work with the Dogs Trust, the UK's largest dog charity, to bring awareness raising, training and other high profile events to the city to help change the behaviours of irresponsible dog owners.</p>
8.	<p>Question from Councillor Murphy:</p> <p>To Councillor Seaton, Cabinet Member for Resources</p> <p>Has the Cabinet Member taken into account the recently proposed energy price cap from 2015 and its impact on the income stream from the energy park project and assuming that energy prices do not increase the subsequent impact on the financial viability of the scheme?</p> <p>Councillor Seaton may have responded:</p> <p>The recent announcements by certain political parties regarding the energy price cap, if implemented, will impact the retail side of the Big 6 utility companies directly. It is possible that the power purchase agreement (PPA) price paid for renewable generation could be impacted by the proposed cap indirectly as utility companies will look to cut costs elsewhere. The PPA is the agreement between generators (i.e. the Council) and the counterparty that may or may not be one of the Big 6.</p> <p>The Council is in discussions with a diverse range of counterparties, outside of the Big 6, who will not be impacted directly by the proposed energy price cap. It should also be remembered that the sale of the power is only one revenue stream generated by the proposed energy parks with the other being the Renewable Obligation (ROC) incentive. However, the Council has been prudent in the assumptions made around the pricing of power.</p> <p>In summary, if implemented, the energy cap would be fixed in the short term only and taking into account the reasons above, the Council does not feel that the price cap, will impact the long-term viability of the scheme.</p>
9.	<p>Question from Councillor Ash:</p> <p>To Councillor Cereste, Cabinet Member for Growth, Strategic Planning, Housing,</p>

	<p>Economic Development and Business Engagement</p> <p>There have been several complaints by residents along both sides of Welland road about noise increase and nuisance caused by the apparent increase in the number of heavy vehicles leaving and entering the site from the south i.e. via the residential section of Welland Road rather than via the A47 / A16 junction.</p> <p>Could the cabinet member please take steps to ensure that the appropriate bodies and departments work together to eradicate this problem?</p> <p>Councillor Cereste may have responded:</p> <p>A 7.5T weight limit exists along the full length of Welland Road and thus HGVs that are making deliveries or collections from within the area covered by the restriction are allowed to do so. It has been suggested that the majority of HGVs causing the problem could be skip transporters, and the Safer Peterborough Team and the Police are approaching the business concerned to seek their co-operation in using the A47 / A16 junction rather than the residential section. Should this not overcome the issue then an alternative option would be to seek a solution through the statutory process involving a reduction in the extent of the weight limit such that it only covers the residential area of Welland Road. However moving the terminal point of the weight restriction nearer the residential section could result in any HGV that enters Welland Road from the A47 being unable to turn around and having to carry on through the residential area, which could make the problem worse. I will ensure that our officers closely monitor this important issue and keep Cllr Ash informed of progress.</p>
10.	<p>Question from Councillor Peach:</p> <p>To Councillor Cereste, Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement</p> <p>Could the Leader of the Council please give an update on the Connecting Cambridgeshire Superfast Broadband project for Peterborough and the wi-fi project for the city centre? Are these both on track and on budget?</p> <p>Councillor Cereste may have responded:</p> <p>The Connecting Cambridgeshire programme was set up in 2011 to ensure access to superfast broadband for at least 90% of homes and businesses and better broadband for all other premises across Cambridgeshire and Peterborough.</p> <p>Following a competitive procurement process, BT was selected and signed the milestone contract in March 2013 for the roll-out of superfast broadband across the county by the end of 2015. This roll out is underway and still on track to not only deliver superfast broadband to 90% of homes and businesses but to deliver fibre based broadband to 98% of homes and businesses all within the original budget.</p> <p>The contract will make Cambridgeshire and Peterborough one of the best connected areas in the UK by the end of 2015.</p> <p>The City Centre wi-fi project went live in September 2013, over two years earlier than I had stated it would be delivered by. I'd like to thank the Lib-Dems for putting a countdown clock on their website for the delivery of city centre wi-fi. I believe there were still over 700 days remaining on the clock when this was delivered. This was delivered to budget and usage of the wi-fi is being monitored with a view to looking at revenue opportunities and extending coverage.</p>
11.	<p>Question from Councillor Miners:</p>

To Councillor Cereste, Cabinet Member for Growth, Strategic Planning, Housing, Economic Development and Business Engagement

Noting the recent changes to the Benefit System could result in £35million approximately being lost to the incomes of thousands of Peterborough people, does the Leader/Cabinet Member believe this could adversely affect the work currently being undertaken, by PCC, to support both the Credit Union and Senior Stop at Cattle Market Road?

Councillor Cereste may have responded:

This council is already working on a range of positive and proactive measures to support families and individuals who are affected by welfare reform. Council will be aware that we are delivering the Peterborough Community Assistance Scheme in close partnership with a number of different agencies, providing direct support to people who need it.

We recognise the important role that both the Credit Union and Senior Stop play in our city, not just for those affected by reforms but for others who want to save or have access to affordable borrowing, or who want to find out information or meet up with friends. Our commitment to the Credit Union and to Senior Stop, as well as to other projects and organisations supporting households such as Citizen's Advice, Age UK, DIAL and MIND has meant that we are well placed to mitigate any impacts of welfare reform as well as to support people into training or employment.

Peterborough's economy also continues to grow and we are experiencing some of the lowest unemployment rates.

All of this when combined should give us all confidence that our commitment to tackling the impacts of welfare reform is paying dividends and will continue to do so.

12. **Question from Councillor Murphy**

To Councillor Fitzgerald, Cabinet Member for Adult Social Care

Can the Cabinet Member for Adult Social Care confirm if the council will sign up to and take up the mental health challenge and act as a champion for Peterborough?

Councillor Fitzgerald may have responded:

This challenge provides a positive role in mental health for an elected member. Many of the actions are already being undertaken by myself as the Elected Member for ASC together with our lead officer for mental health. This challenge will galvanise our efforts across the Authority. Taking this forward we would need to ensure our colleagues in Public Health were able to support the Time To Change pledge and our education colleagues were encouraging positive mental health in schools.

Our developing Mental Health Strategy identifies actions to take forward partnership working across housing and employment. The recently agreed S75 agreement reinforces our intentions of securing integrated delivery of mental health care.