

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

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

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

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

**1. Apologies for Absence**

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

**2. Declarations of Interest and Whipping Declarations**

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

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

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

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

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

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

There were no requests for call-in to consider.

## 5. Environment Capital Action Plan

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

Questions and observations were made around the following areas:

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

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

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

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

## **ACTIONS AGREED**

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

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

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

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

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

- Annual report emissions = 24,036 tonnes of CO<sub>2</sub>
- Annual cost of allowances = £288,437
- Schools proportion = 64% of emissions equating to approximately £180k

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

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

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

Questions and observations were made around the following areas:

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

## **ACTIONS AGREED**

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

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

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

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

Questions and observations were made around the following areas:

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

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

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

## **ACTIONS AGREED**

The Committee noted the report and requested the following information:

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

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

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

The following comments and suggestions were made:

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

### **ACTIONS AGREED**

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

## **9. Forward Plan of Key Decisions**

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

Members requested further information on the following key decisions:

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

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

## **10. Work Programme 2013/2014**

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

### **ACTION AGREED**

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

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

## **11. Date of Next Meeting**

Monday, 10 February 2014

The meeting began at 7.00pm and ended at 9.20pm

CHAIRMAN

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