

GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE	AGENDA ITEM No. 5
13 JANUARY 2021	PUBLIC REPORT

Report of:	Steve Cox, Executive Director - Place and Economy	
Cabinet Member(s) responsible:	Cllr Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments	
Contact Officer(s):	Steve Cox, Executive Director Place and Economy	Tel. 01223 715660

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

RECOMMENDATIONS	
FROM: Cabinet Member for Strategic Planning and Commercial Strategy and Investments	Deadline date: <i>n/a</i>
It is recommended that the Growth, Environment and Resources Scrutiny Committee notes the contents of the report.	

1. ORIGIN OF REPORT

- 1.1 This report is provided to update the Scrutiny Committee on the progress of items under the responsibility of the Cabinet Member for Strategic Planning and Commercial Strategy and Investments.

2. PURPOSE AND REASON FOR REPORT

- 2.1 This report is being presented by Cllr Peter Hiller at the request of the Growth, Environment and Resources Scrutiny Committee.
- 2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference Part 3, Section 4 - Overview and Scrutiny Functions, paragraph No. 2.1

Functions determined by Council:

- 4. Economic Development and Regeneration including Strategic Housing and Strategic Planning
- 5. Transport, Highways and Road Traffic
- 6. Flood Risk Management

Functions determined by Statute:

To review and scrutinise flood risk management in accordance with Section 21F of the Local Government Act 2000 (as amended by the Flood and Water Management Act 2010 and under the Flood Management Overview & Scrutiny (England) Regulations 2011 No. 697)

- 2.3 This report forms the annual progress report of the Cabinet Member. The responsibilities of this Portfolio Holder are clearly linked to the Council's stated vision:
- The Council's vision is to create a bigger and better Peterborough that grows the right way, and through truly sustainable development and growth

- Improves the quality of life of all its people and communities, and ensures that all communities benefit from growth and the opportunities it brings
- Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK.

3. **TIMESCALES**

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

The Report is structured around the service areas which primarily fall under the responsibilities of the Portfolio Holder.

4.1 **Nick Harding - Head of Planning Peterborough and Fenland**

Since last year's report to Scrutiny a range of significant new developments have secured planning permission which have made an important contribution to the delivery of new homes, jobs and leisure facilities which will help meet the Council's objectives in relation to growth, housing, employment and regeneration:

Homes (sites with more than 50 units)

- 206 dwellings Oakdale Ave
- 57 dwellings ex Peterborough City Hospital
- 119 dwellings Hampton Waters

Leisure

- New pure Gym, Brotherhood Shopping Centre

Employment

- Office (with hotel extension and some residential), Great Northern Hotel
- Office, Plot 2 Fletton Quays 10,000 sqm floorspace
- Office (for Newtwork Rail), Masqew Ave, 1,000 sqm floorspace
- B1, B2, B8, Redbrick Farm 126,000 sqm floorspace
- B1, B2, B8, Peterborough Gateway Alwalton 56,000 sqm floorspace
- B8 Peterborough Gateway Alwalton 4,300 sqm floorspace
- 11 industrial units Culley Court Orton Southgate

Other

- Secondary & Primary schools at Paston Reserve
- SEN school at Helwaite, Bretton
- Care Home, Woodlands, Castor
- University Phase 1

Performance

a) Development Management

95% of major applications (10 or more dwellings, sites over 1 hectare, floorspace over 1000sqm) were decided in 13 weeks or within a timescale agreed by the applicant

85% of minor applications (9 dwellings or less, sites under 1 hectare, floorspace under 1000sqm) were decided in 8 week or within a timescale agreed by the applicant

90% of other applications were decided in 8 weeks or within a timescale agreed by the applicant

b) Building Control

80% of Full Plan applications responded to in 15 days

Market share has slipped from c 70% to 62% which is expected given recruitment difficulties, but recovery is expected from January 2020 as we will have permanent staff of 4 in place from this date.

4.2 **Richard Kay - Head of Sustainable Growth Strategy**

Peterborough Local Plan 2016 to 2036

In July 2019, after three years of intensive work and considerable consultation with a wide range of people and organisations (as well as this Scrutiny Committee), Full Council adopted a new Local Plan for Peterborough. The new Local Plan sets new housing targets for the district and allocates sufficient land to meet our growth needs. It also sets clear and up to date policy on a wide range of matters, including infrastructure, affordable housing, nature conservation and protecting the amenities of residents. As at January 2021, the Local Plan remains up to date and there is no present intention to update it at this stage. However, Government has launched proposals for fundamental changes to the Planning system (Planning White Paper), which may, in time, trigger commencement of a new Local Plan, but this is not expected for at least the next 12 months.

Peterborough and Cambridgeshire Joint Minerals and Waste Local Plan

In July 2017, Cabinet agreed to the preparation of a joint Peterborough City Council and Cambridgeshire County Council Minerals and Waste Development Plan. The current Core Strategy Development Plan Document (DPD) was adopted in 2011 and the Site-Specific Proposals DPD was adopted in 2012. These two plans are being reviewed and merged to form a single joint Minerals and Waste Local Plan (MWLP) covering the two Council areas. The preparation of the Plan includes three rounds of consultation.

In May 2018, the Councils carried out a 6-week public consultation on the Preliminary Draft version of the Plan, then between March - May 2019 the Council consulted on a Further Draft version of the Plan. A Proposed Submission version of the Plan was approved by Cabinet on 23 September 2019 for the third and final round of public consultation, which duly took place in late 2019. The Plan was submitted for Examination in March 2020, and we are close to receiving the final Inspector's Report. If favourable, the two Councils can proceed to adopt the Plan in the next few months.

Neighbourhood Planning

Peterborough now has three adopted Neighbourhood Plans. Each plan was formally adopted by Council once they had undergone the statutory consultation and independent examination processes required by Neighbourhood Planning regulations.

The Peakirk neighbourhood plan was adopted on 26 July 2017, and the Castor and the Ailsworth neighbourhood plans were adopted on 13 December 2017. These documents now form part of the Development Plan for Peterborough.

In December 2020, the Council approved the emerging Glington Neighbourhood Plan to proceed to referendum. Due to covid-restrictions, that referendum can't take place until at least May 2021, but if successful at that stage, it will become the fourth Neighbourhood Plan for our area.

Services to other councils

The service area continues to be recognised as a leading council for planning policy and housing enabling, with our services commissioned by other councils continuing to grow. Our current income over the past 1-2 years has been around £400k pa, with the aim of steadily growing this income year on year.

Upcoming challenges

The Planning White Paper and the Environment Bill could have significant effects on the service area, from how we undertake planning policy to how we prepare nature strategies and manage trees. As appropriate, Members will be briefed once details on these two items have progressed further.

4.3 **Charlotte Palmer – Group Manager Highways and Transport**

Peterborough Highway Services (PHS) is a partnership between Peterborough City Council and Skanska, responsible for improving and maintaining Peterborough's highway network including roads, drainage, street lighting and bridges. This report, provided at Appendix A, is a summary of the performance of the contract between April 2019 and March 2020.

During this period, PHS has continued to deliver high levels of performance having achieved an overall annual performance score of 99.2%. This score is built up from 27 individually weighted Key Performance Indicators (KPI's) covering four domains – Operations, Customer Service, Commercial and Finance, and Added Value. Some of the key operational metrics are set out below:

- 98.9% of emergencies call outs were attended within the agreed timescale
- 100% of Category 1 defects were responded to within the agreed timescales
- 85.6% of highway Category 2 defects were responded to within the agreed timescales
- 98.7% of street lighting Category 2 defects were responded to within agreed timescales
- 49 precautionary winter treatment runs were undertaken (each comprising five routes) with all runs, with the exception of a single route on two occasions, completed within the agreed timescales.

PHS is unusual in that environmental considerations feature so prominently in the performance of the contract. Headline environmental KPIs include:

- Carbon – 1.24 CO₂e tonnes per £100,000 spend were emitted, well below the target of 2.59
- Water – 37, 116 litres of potable water was saved by using the rainwater harvesting systems installed in the depot
- Waste – 98.8% of waste produced by the contract was diverted from landfill, which remains above the 95% target.

A positive health and safety culture is promoted within the partnership with no RIDDOR (reporting of injuries, diseases and dangerous occurrences regulations) or Lost Time Injuries recorded during the reporting period. The team also celebrated achieving one million work-hours without a lost time injury. This is an exceptional performance for a highway services contract.

The National Highways and Transport (NHT) annual survey captures public satisfaction on services delivered by local authorities. In 2019 a total of 111 Highway Authorities took part in the survey, covering themes such as accessibility, public transport, walking and cycling, tackling congestion, road safety and highway maintenance. Peterborough was ranked 21st nationally and joint first within the Eastern Region for the third year running. Since writing this report the result for 2020 have been released which rank Peterborough as the best Highway Authority for 'overall satisfaction'.

Delivering efficiencies is an integral part of the contract. A total of £1,570,481 savings (Cashable £624,185 & Cost Avoidance £946,296) were delivered in year. Cashable efficiencies were £24,230 lower than the annual target due to the reduced annual revenue from Major Schemes. Non-cashable savings were ahead of target by £25,623, mainly due to cost avoidance for structures projects.

During 2019/20, PHS continued to develop and deliver a number of improvement projects across the City. Key projects that have been completed or are under construction include the bearings replacement to Nene Bridge, the upgrade to the roundabout at Junction 18, the LED replacement programme, Parkway resurfacing, Celta Road Improvements, and the widening scheme to the A605 Alwalton. There were also a large number of schemes that are and continue to progress through planning and design phases, most notably improvements to Junction 15 (A1260/A47),

Junction 3 (A1260/A1139), A605 Pondersbridge and the development of a Smart Cities transport strategy.

The partnership has also received much recognition for the good work that it does. In December 2019, all PHS staff received an 'Achieving Excellence' award which recognised the hard work of the team and the excellent NHT survey results. Nene Bridge was successful at the regional Chartered Institution of Highways and Transportation Awards and was shortlisted for the highly prestigious British Construction Industry Awards. The service also received a number of environmental awards including Best Overall Achiever at the Investors in the Environment Awards, and Green Apples for Nene Bridge and proposed Bat Sensitive Lighting on the Fletton Quays site.

Towards the end of 2019/20 reporting period, the COVID-19 pandemic had a significant impact on PHS. Whilst most staff have continued to work from home, the depot remained operational throughout lockdown with a skeleton management team in place. Highway and street lighting maintenance continued albeit with a number of restrictions in place and certain activities halted on safety grounds. The delivery of schemes was temporarily suspended at the end of March but recommenced again in May. At the time of preparing this report, all work had recommenced including a full programme of schemes. There was no significant impact from the second national lockdown in November and into December. It is recognised that social distancing restrictions will continue to affect productivity and cost for some time to come and that the delay to schemes will create delivery pressures during the second half of 2020/21. The safety of our people remains of paramount importance and it will be essential to ensure that control measures are constantly reviewed and vigilantly enforced.

4.4 **Howard Bright - Head of Growth**

Peterborough Investment Partnership

2020 has been a challenging year but one marked with significant progress on key milestones: the start on site of both the Hilton Garden Inn (Plot 1) and the city's new passport office as part of a wider government hub (Plot 2) marked significant progress towards completing Fletton Quays. Both of these developments will continue on site throughout 2021 and open publicly in 2022, and show confidence in the city. PIP has worked with the Council for much of 2020 on securing an Option Agreement (signed in December) for the redevelopment of Northminster, and PIP will now begin the detailed work to develop a commercially viable, deliverable scheme that will regenerate this area in much the same way as it approached Fletton Quays. A planning application will be submitted in 2021.

PIP has also been working with a range of expert consultants over the course of 2020 to develop a proposal for the Council for PIP to deliver a new landmark leisure centre for the city on the Pleasure Fair Meadows site that PIP owns. The proposal, which would replace the elderly Regional Pool facility, would include a new 8 lane 25m pool, larger learner pool facilities, family-friendly wet-space, along with a new sports hall, gyms and health and fitness facilities. The proposal was tabled at the Council's November Cabinet, with the Cabinet approving the purchase of the facility from PIP once PIP complete it. This represents a landmark investment by the Council in health and leisure in the city.

Medesham Homes

Medesham Homes has maintained a steady programme of activity throughout 2020. The first handovers of the year took place in January and February with the completion of the scheme at Belle Vue, Stanground. This scheme consisted of 24 two- and three-bedroom houses and six one-bedroom flats. All properties were let within days of handover at affordable rent levels and the ongoing management is provided by Cross Keys Homes, on behalf of Medesham Homes, under a long-term lease arrangement.

Medesham Homes completed its next project in June 2020 with the handover of 35 two- and three- bedroom houses at Crowland Road, Eye Green. These much-needed family homes have also been leased on to Cross Keys Homes and all the properties were let immediately. With the

completion of this scheme Medesham Homes has now completed and let 94 new homes for affordable rent in total.

Medesham Homes also owns the site in Bretton (“Bretton Court”, a former office block and public house) and that project has the potential to be either a refurbishment / conversion to a residential scheme of 45 flats, or a more significant demolition and redevelopment project to create in the region of 90-120 homes, subject to planning. Enabling works have commenced on site to remove the asbestos and other non-structural material from the building and this work will be completed by the end of December 2020. Both development options are currently being appraised with regards to the level of future funding required and also the level of “recycling” of grant funding that can be achieved by re-financing within Medesham itself.

4.5 **Dave Anderson – Interim Development Director**

Regeneration and Growth

New University: ARU Peterborough

Good progress has been made on plans for the development of the city’s new University. In June 2020, Anglia Ruskin University was selected as the appointed Academic Partner for the University and in July the Combined Authority Board approved the final business case, releasing funding of nearly £30m for phase one of the development which comprises a flexible academic and teaching building of 5,300 square metres, over three storeys. In parallel, with the approval of phase one CPCA made a successful bid to the Government’s Getting Building Fund for a second phase Research and Innovation hub building, focussing on net zero carbon technology.

The phase one building has now received planning approval. It is anticipated that a planning application for phase two will be made in spring 2021 including proposals for decked car parking. Preparatory site works commenced on the site of the University and building work will commence in January for the appointment of Bowmer and Kirkland as main contractor. There is a very tight construction delivery programme for phase one and especially phase two in order to meet the target opening date of autumn 2022.

4 acres of land which will accommodate phases 1 and 2 are being transferred to a Property Company vehicle in which the Council, the Combined Authority and ARU will have shares. The Combined Authority is actively pursuing opportunities for funding phases 3 and 4 of the Campus via a submission to the next round of the Comprehensive Spending Review, the recently announced ‘levelling up’ funds and pilot ‘shared prosperity’ fund.

Embankment Masterplan

The Council commissioned a jointly funded masterplan feasibility exercise for the Embankment with a view to informing how the University Campus can best be developed and issues such as pedestrian and cycle movement, vehicle access and parking, protection of open space and ecology can be managed. The feasibility study was completed by multi-disciplinary Engineering Consultants WSP supported by MCW – the Cambridge-based architects working on the first two phases of the University Campus. The feasibility study sets out some of the high-level issues that will need to be addressed to allow the Campus to expand and will help to inform a more detailed and comprehensive masterplan for the area which will be part financed by the Towns Fund. This will enable more granular work to be undertaken on issues such as site ecology, traffic movements, utilities, flood risks etc. It is expected that this work will be commissioned in 2021.

Car Parking Strategy

To ensure that regeneration and development in the city take full account of the need to retain an appropriate level of car parking provision the Council jointly commissioned a study with the Peterborough Investment Partnership to examine likely future demand for car parking spaces in the city and the need in future for Electric Vehicle Charging Points. The study follows the loss of city centre spaces in the wake of the demolition of the Market Car Park, and the identification in the local plan of the loss of car parks including Wirrin and Pleasure Fair Meadows to planned development. The research was carried out by Royal Haskoning and found that overall occupancy of city centre car parking spaces is low at 57% and that Peterborough has a high level

of parking spaces relative to other English cities of a similar size. The loss of several sites to future development is not perceived in general to be a problem for the city. However, there is a risk in some areas – notably around the Embankment that demand for car parking may outstrip supply as the University grows and the Fletton Quays site is fully built out. The study highlights solutions to this such as the introduction of decking on existing car parks e.g. Riverside and Bishop's Road.

North Westgate

In November 2021 the Council signed a collaboration agreement with Hawksworth LLC with a view to completing site assembly at North Westgate and bring the 9 outstanding 3rd party land and property ownerships within the proposed development scheme. The aim has been to acquire these properties through private treaty negotiations, backed up by a resolution to progress a compulsory purchase order if required. A land referencing agent has been appointed to commence discussions with landowners with a view to bringing the entire site under single control. If Hawksworth are unable to progress their scheme then after a period of time a "put and call" option will apply under which the Council will have the right to buy the Hawksworth land and pursue its own development proposals. Hawksworth are separately pursuing options for the relocation of the United Reform/ Methodist Church Hall which requires to be relocated to enable the proposed scheme to progress. The congregations of each church are being consulted on potential options.

Northminster

In November 2020 the Council concluded an option with the Peterborough Investment Partnership under which the site of the Market, the former Market Car Park and Laxton Square areas will be sold to the PIP to progress a comprehensive regeneration scheme for this area which is identified within the local plan as being suitable for around 150 apartment dwellings with some active ground floor uses. The PIP has appointed Norr Architects and WSP to develop concept scheme proposals for Northminster which would also incorporate a policy compliant number of affordable housing units. It is anticipated that a planning application will be submitted in late spring 2021. One option under exploration is the retention of a Market at ground floor level. However, if this proves not to be feasible or viable the Council will be required to relocate the Market before the redevelopment of the area can progress.

Station Quarter

Discussions have been continuing with Network Rail, CPCA and LNER regarding the development of Network Rail land around Peterborough Rail Station that will become surplus to requirements in future. Following the completion of a masterplan feasibility study and cost plan in 2019 a bid for funding has been submitted as part of the City's Towns Fund Investment Plan proposals. It is proposed that a 4-way collaboration agreement will be signed allowing the Station Quarter to be developed in 4 phases over the next 7-10 years with the first phase incorporating a new multi storey car park and public realm improvements to the east of the Station which will, in turn, free up the surface car park to the south of Crescent Bridge as a development site suitable for inward investment including potential Government Office jobs relocating from London and possibly the EU.

Towns Fund

In July 2020, following the approval of the recently formed Town Deal Board, the Council submitted an investment plan bid to the Government as part of its Towns Fund programme. The Towns Fund is part of a £3.6bn initiative by Government to address the under-performance of 101 identified towns in England where levels of growth and productivity are below average and investment in regeneration and renewal is needed. The fund covers projects in areas including land use, planning and infrastructure; transport and connectivity; enterprise and skills development. On October 27th the Rt Hon Robert Jenrick MP, Secretary of State for Housing, Communities and Local Government wrote to the Council stating that a Town Deal to the value of £22.9m would be made available to Peterborough subject to agreeing Heads of Terms and developing business case proposals for each of the projects set out in Peterborough's Investment Plan. Peterborough is one of the first 7 cities to receive confirmation of a Town Deal. The Council will be the accountable body for administering the Towns Fund, working closely in partnership with the Town Deal Board which is made up of representatives of key stakeholders. Following

the signing of Heads of Terms, the Council will be expected to complete a delivery plan setting out which projects it proposes to take forward and how business cases will be developed to prepare each project for implementation. The largest project by value is a proposal for a new Library and Cultural Hub in the TK Maxx / New Look buildings in Bridge Street. These buildings which offer almost 90,000 square feet of floor space have been purchased by the Council for £3.975m and will be converted and fitted out using Towns Fund investment and PCC Capital Programme funding. Detailed stakeholder consultation and engagement arrangements will be put in place once the Town Deal Heads of Terms have been agreed and Senior Responsible Owners (SROs) have been assigned to act as Project Sponsors for the key projects in the Towns Fund Programme.

The Government has released £1m from the Towns Fund to accelerate recovery from Covid. This money was made available to improve parks and public realm areas to facilitate socially distanced outdoor recreation and is being used to fund Parks and Open Spaces across the city.

Middleholme

Middleholme is a 40-acre site to the east of Frank Perkins Parkway that is in the joint ownership of Milton Estates (34 acres) and the Council (6 acres). The Council also has a long-term lease on the land much of which was a former municipal waste site. The site is zoned for residential development within the local plan. Council Officers have been working with Milton Estates within the context of a collaboration agreement that will see ground investigations works carried out before the site is placed on the market for sale for residential development. A desk top study has already highlighted ground conditions across the site. Soil sampling and testing, gas checks and trial pits will now be undertaken as part of more detailed, intrusive studies to inform prospective purchasers about the work that will need to be done to clear up, manage and prepare the site for residential development. These detailed investigations should be concluded by summer 2021.

Pleasure Fair Meadows

This site is owned by the Peterborough Investment Partnership who approached the Council about the proposal to develop it as the site for a new Swimming Pool and Leisure Centre for the city. Following the completion of a feasibility study by specialist leisure consultants SLC a strategic outline business case was taken to the Cabinet for approval. The key proposal is that the PIP will commission the delivery of a new Pool and Leisure Centre for the city subject to a pre-purchase agreement between the PIP and the Council. The PIP would aim to retain most of the surface car parking spaces at Pleasure Fair Meadows and build the proposed facility above the car park. A steering group has been set up by Cabinet to consider the proposals in further detail.

Café Culture

A successful bid for £800k was made to the CPCA Business Board, with £183k in matching funds from the Council to help improve the environment in the city centre and create an infrastructure to encourage better use of the city centre space for recreation and alfresco dining. This initiative is being championed by Councillor Cereste and will see the creation of improvements to lighting, seating and canopied outdoor spaces in Cathedral Square and adjoining parts of the city centre over the course of 2021.

4.5 Elliot Smith - Commercial Manager, Smart Energy, Infrastructure and Regeneration Peterborough Integrated Renewables Infrastructure (PIRI) Project Objectives

- PIRI will create a smart, responsive, low-carbon, energy infrastructure design that can support the city's future growth in the most sustainable way and provide a foundation for developing replicable, full City design solutions for the benefit of other local authorities.
- PIRI will design a replicable integrated smart city energy system comprising a heat network, Smart Embedded Electricity Network, EV charging network and overarching control scheme (Energy as a Service platform) to create a step change in the transition to zero carbon.
- PIRI is a 2 year "Detailed Design" Programme, the output of which will be a robust and investible business case following HMT principles and standards. The Consortia led by the Council includes SSE, Cranfield University, Sweco, Element Energy and SGS.

Progress this year

- The Consortia received confirmation from Innovate UK that our bid was successful and the PIRI project commenced on 1st April 2020. Aside from the initial project development work, a key activity has been community engagement and data collection – specifically with regard to the development of a low carbon heat network for Peterborough. This has enabled us to model potential network options, the output of which will be available in the New Year. This will recommend two potential options that can be analysed in greater detail in the next stage, with full investigation of strategic, legal, financial, commercial and management cases.
- The Heat Network commenced earlier and is therefore further forward than the other vectors, but significant progress has also been made with regard to engagement and data collection to enable modelling for an electricity network for the City, together with the development of Electric Vehicle infrastructure.

Expected progress next year

- The PIRI project has received a large amount of interest from across the UK and in Europe. We aim to develop those relationships further and the learning from other projects. We would also seek to continue and widen engagement over the course of 2021.
- The next stage of the Heat Network development will commence in January, focusing on the two potential options. The output from this work will be delivered toward the end of 2021, producing a preferred scheme option for the City. The electricity design and mobility aspects will be developed in parallel and enable us to start the integration activities across the vectors. Towards the end of the year and into 2022, the investment case will be finalised. In between, there will be significant work required to develop the whole system proposition, ensure regulatory and legislative compliance and delivery of the investment case

5. CONSULTATION

- 5.1 This document has been produced in collaboration with colleagues across the Place and Economy Directorate and its partners.

6. ANTICIPATED OUTCOMES OR IMPACT

- 6.1 There are no direct outcomes anticipated from this report. It is provided for information and comment.

7. REASON FOR THE RECOMMENDATION

- 7.1 This report is provided for information and comment.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 Not applicable this report is provided for information and comment.

9. IMPLICATIONS

Financial Implications

- 9.1 There are no direct implications arising from this report. It is provided for information and comment.

Legal Implications

- 9.2 There are no direct implications arising from this report. It is provided for information and comment.

Equalities Implications

- 9.3 There are no direct implications arising from this report. It is provided for information and comment.

Rural Implications

- 9.4 There are no direct implications arising from this report. It is provided for information and comment.

Carbon Impact Assessment

- 9.5 This report is an update report. Scrutiny members are not being asked to make any recommendations as a result of this report and any future decisions that are detailed in this report would be subject to an individual Carbon Impact Assessment.

10. BACKGROUND DOCUMENTS

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

- 10.1 None.

11. APPENDICES

- 11.1 Appendix 1 – Peterborough Highway Services Annual Report 2019/20