

GROWTH, RESOURCES & COMMUNITIES SCRUTINY COMMITTEE	AGENDA ITEM No. 8
19 MARCH 2024	PUBLIC REPORT

Report of:	Adrian Chapman Executive Director of Place and Economy	
Cabinet Member(s) responsible:	Cllr Gavin Eley, Cabinet member for Infrastructure, Environment & Climate Change	
Contact Officer(s):	James Collingridge – Head of Highways and Transport Peter Gell – Head of Regulatory Services	07944 645541 07920 160701

**PORTFOLIO UPDATE FOR THE CABINET MEMBER FOR INFRASTRUCTURE,
ENVIRONMENT AND CLIMATE CHANGE**

RECOMMENDATIONS	
From: Cllr Gavin Eley Cabinet Member for Infrastructure, Environment & Climate Change	Deadline date: N/A
It is recommended that Growth, Resources and Communities Scrutiny Committee considers and scrutinises this report and endorses the approach being taken under the portfolio of the Cabinet Member for Infrastructure, Environment and Climate Change.	

1. ORIGIN OF REPORT

1.1 The report is presented at the request of the Committee.

2. PURPOSE AND REASON FOR REPORT

2.1 This report is being presented to the Committee to allow them to scrutinise the work relevant to the Committee's remit that falls within the portfolio of the Cabinet Member for Infrastructure, Environment and Climate Change.

2.2 This report is for Growth, Resources and Communities Scrutiny Committee to consider under its Terms of Reference No. Part 3, Section 4 - Overview and Scrutiny Functions, paragraph No. 2.1 Functions determined by the Council:

- 9. Transport, Highways and Road Traffic;
- 11. Partnerships and Shared Services

3. TIMESCALES

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

4.1 Peterborough Highway Services

The first part of this report provides an overview of the work overseen by the Cabinet Member in relation to the work of Highways and Transport.

Peterborough Highway Services (PHS) is a partnership between Peterborough City Council and Milestone Infrastructure Ltd. PHS is responsible for improving and maintaining Peterborough's highway network including roads, drainage, street lighting and bridges. Appendix 1 is a summary of the performance of the contract between April 2022 and March 2023.

PHS has continued to deliver high levels of performance having achieved an overall annual performance score of 99.86%. This score is built up from 27 individually weighted Key Performance Indicators (KPIs) 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 emergency call outs were attended within the agreed timescale.
- 99.5% of Category 1 highway defects were repaired within the agreed timescales.
- 100% of street lighting Category 1 defects were repaired within the agreed timescales.
- 96.7 % of highway Category 2 defects were repaired within the agreed timescales.
- 100% of street lighting Category 2 defects were repaired within the agreed timescales.

During the 2022/23 year, PHS responded to:

- 723 emergency call outs, 8 attended outside the required target.
- 224 Category 1 highway defects (223 completed on time) and 34 Category 1 street lighting defects, all of which were repaired on time.
- 6,309 Category 2 highway defects, where 6,103 were repaired on time. These repairs need to be undertaken with 7, 14, 28 days or 3 months depending on the nature of the defect and timescale given on the order raised.
- 895 Category 2 street lighting defects, where all 895 were repaired on time. These repairs need to be undertaken within 7 calendar days.

4.1.1 PHS has a strong commitment to its environmental credentials, and this features prominently in the contractual KPIs. Some of the key successes for this report are detailed below:

- Carbon – an average of 0.74 tonnes CO₂ per £100,000 spend was emitted, well below the target of 2.21. This is a reduction of 20% compared to last year and a 60% reduction compared to the 2015 baseline.
- Water – 8,599 litres of potable water were saved by using the rainwater harvesting system installed in the depot during 2022/23, which is below the target of 23,980 litres. This was a 45% reduction on water collected compared to last year, reflecting the minimal rainfall in the winter months.
- Waste – 100% of construction waste produced by the contract was diverted from landfill, which remains above the 95% target.

As part of our commitment with PHS to meet the PCC target for carbon reduction we have set up several themed groups to look at innovation and ways of reducing carbon through the works completed by PHS.

The subgroups are as follows:

- Materials
- Biodiversity (AiDash being trialled)
- Buildings and Facilities
- Circular Economy
- Plant and Fleet

Each of these groups will be responsible to update the PHS board on their progress and proposals for the contract.

4.1.2 **Health and Safety**

PHS has continued to deliver a strong health and safety performance throughout the reporting period of April 2022 to March 2023, maintaining one of the best safety records across all Milestone Infrastructure Highways contracts. During this twelve-month period there has been no lost time or Health and Safety Executive RIDDOR reportable incidents. Therefore, as a result of no lost time incidents, the contract has a Lost Time Incident Frequency Rate (LTIFR) of 0.00 and an Accident Frequency Rate (AFR) of 0.00 at the end of the financial year. Both are 12-month rolling figures and calculated per 100,000 man-hours.

The contract promotes the reporting of positive interventions where operatives are encouraged to report incidents or practices that they feel could have resulted in a potential injury. These reports are then used to tailor training requirements or enable a positive conversation to quickly take place to ensure any potential injury is avoided moving forwards.

4.1.3 **Contract Efficiencies**

Delivering efficiencies is an integral part of the contract. A total of £1.714m efficiencies (comprising £0.579m cashable savings and £1.135m cost avoidance) were delivered in the Financial Year 2022/23.

4.1.4 **Winter Maintenance**

PHS is responsible for the Winter Service within the Council area and are responsible for the treatment of 950km of highway.

The Winter Service is provided by six gritters which operate on five different routes across the city, with additional treatments undertaken by hand crews at the bus station, car parks, footbridges, and subways. PCC's partner, Aragon Direct Services, provide the Winter Service to the pedestrian areas of the City Centre.

This financial year we have notably bought 6 new gritters onto the contract to give us excellent resilience for the winter period. We have run a competition to name the gritters which many schools and residents of Peterborough entered. Councillor Elsey chose the 6 winners, and these have been presented with a certificate and the gritters logoed with the winning names.

Between October 2022 and April 2023, 42 precautionary treatments were undertaken (each comprising five routes), using 1,055 tonnes of salt. The number of precautionary treatment runs is the lowest over the past four years, with 50 runs taking place in 2019/20, 67 runs undertaken in 2020/21 and 45 runs undertaken 2021/22.

4.1.5 **Major Schemes**

During 2022/23, PHS continued to develop and deliver a number of capital improvement projects across the city. The key projects that have been completed or are under construction include Junction 15 including the new Nene Bridge, Smart Cities Junction Trial, Active Travel measures, resurfacing of the A1139 Fletton parkway between Junction 3-3a and safety barrier upgrade works along the A15 Werrington and Paston Parkways as well as Frank Perkins / Fletton Parkways between Junction 3 and Junction 8.

There were also a large number of schemes that are and continue to progress through planning and design phases, most notably improvements to Junction 3 (A1260 / A1139) works commenced this financial year, A16 Norwood, Fengate Access schemes and Cygnet Pedestrian Bridge.

4.1.6 **Road safety**

Road Safety education and training is offered to all of Peterborough's Schools, Colleges, and any group of people for whom it is relevant. The education consists of key messages aimed at improving road safety knowledge and the reduction in casualty numbers. Much of this education

is delivered through the school programmes via workshops and on-road training. This is split into age groups and is sometimes delivered to all year groups and is received in both primary and secondary schools.

During the academic year 2022/2023 a variety of packages were delivered into 43 schools. A total of 9,702 children/young people and parents were spoken to. This academic year 2023/2024 so far 32 schools have taken part in Road Safety education with 1500 students and parents being delivered to.

4.1.7 **Developing major schemes**

The Council has received design funding from the Combined Authority to develop two major highway schemes. We are supporting the Norwood development by designing a number of highway initiatives and producing a full business case. This includes dualling a section of the A16, partial closure of Newborough Road, improvements to the A47 / A16 roundabout, walking and cycling improvements to Eye, a new footway / cycleway on Welland Road, and a new cycle bridge over the A47. Currently, the council does not have funding to construct these improvements.

The second scheme is focussed on the University and is part of the Government's Major Road Network programme. This includes improvements to Junction 5 (Frank Perkins Parkway / Boongate grade separated roundabout), Boongate (to the west of Frank Perkins Parkway), and cycling improvements on St Johns Street, Vineyard Road, and Bishops Road. Similar to the Norwood project, the Council does not have funding to construct these improvements.

4.1.8 **Electronic Vehicle charging**

The council is following the Government LEVI (local electric vehicle infrastructure) programme which is aimed at supporting the council's roll out of EV chargers across Peterborough in residential areas. We have secured some revenue funding and have been allocated a larger capital fund to support roll-out in areas where it is not commercially viable.

To be eligible for the capital funding we must complete the LEVI business case, which Government will then review and approve. Part of this business case involves setting out our procurement plans as Government want to review this to ensure we are leveraging as much private sector investment as possible. We hope to get Government approval later this year and we will then undertake a procurement exercise. We are working in partnership with the Combined Authority and Cambridgeshire County Council to produce one business case and then run a joint procurement exercise.

4.2 **Regulatory Services**

This section of the report provides an overview of the work overseen by the Cabinet Member in relation to work across Regulatory Services, including Trading Standards, Food Safety, Licensing, and the functions of the Weights and Measure Authority.

Protecting the Public

During the last 12 months teams across Regulatory Services continued to protect the public through programmed inspections, reactive and preventative interventions, and enforcement. Engagement with businesses has both helped secure regulatory compliance as well as support the local economy. Working closely with partner agencies has been a key theme throughout the year.

4.2.1 **Licence Applications**

The service continues to see high levels of licensing applications. In a 12-month period 267 Temporary Event Notices were granted, allowing events to take place across the city. In the same period the service processed 482 alcohol premises renewals and 16 new alcohol premises

licenses, as well as 75 new personal licences.

In 2023, 1,159 Private Hire vehicles were licensed, 351 of which were new, alongside 104 Hackney vehicles (3 new). There were 22 new Private Hire Operators, and 82 renewals. The service also renewed 1,387 Private Hire and Hackney driver licenses and issued 256 new licences.

In addition, there were 346 gambling licence renewals and 30 new, 110 tattoo and skin piercing renewals and 17 new, and 12 street traders licensed.

There are currently 40 Animal Welfare licensed premises, over half of which (24) have a 5-star rating, meaning they meet the highest animal welfare standards and therefore hold a 3-year licence. Licenses are granted for a period of 1 to 3 years dependant on the premises meeting required higher standards.

4.2.2 License reviews and revocations

Over the past 12 months 16 driver applications have been refused, 6 revoked and 4 suspended. Licensing Sub Committee have considered a number of Licenses for review and revocation, with the circumstances in each case being given careful consideration before reaching a decision. Some examples of cases considered in the last 12 months are outlined below:

- A personal licence was revoked following convictions of a sexual offence.
- A personal license was revoked owing to convictions relating to illegal substances.
- A premises license was revoked due to a violent incident occurring on the premise.
- A restaurant had conditions added to its licence to mandate the use of CCTV, and removal of the current Designated Premise Supervisor owing to allowing illegal workers on the premises.
- A premises had its licence revoked after a staff member was found to be selling drugs on the premises.
- A personal licence was reviewed and subsequently retained, following a drink driving conviction. The licence holder was required to revisit their training regarding their responsibilities as a Licence holder.
- Two appeals relating to refusal to issue Private Hire driver's license were heard at Peterborough Magistrates Court and upheld in favour of the decision made by the Licensing Authority; this means the drivers who are not deemed 'fit and proper' are unable to work as a driver.

4.2.3 Cumulative Impact Policy review

The Cumulative Impact Policy (CIP) and Cumulative Impact Assessment (CIA) for the Millfield and New England area was out for a 6-week consultation in late 2023 as is required at least every 3 years. The consultation received responses from Councillors, Public Health, Cambridgeshire Constabulary and Safer Communities, all in support of the continuation of the policy. The CIP is applied to all new applications and variations of premises licences within the boundary. The intention is for the policy to be used in the defined area to limit the number of 'off' licences with an aim to assist in reducing alcohol related issues. Full Council adopted the policy in December 2023 following a recommendation from Licensing Committee. The Policy will next be reviewed in 2026.

4.2.4 Statutory Nuisances

A record number of statutory nuisance cases were recorded in 2022/23, with 1,154 cases by year end. Figures to date for 2023/24 indicate that the numbers will exceed or be similar to last years figure, with 1,019 cases recorded up to the end of January, almost 25% more than 2021/22. The highest figures recorded are in the summer months, in line with trends in previous years.

One case resulted in officers obtaining and executing a warrant for power of entry to seize noise making equipment (speakers and DJ decks) in relation to breach of a Noise Abatement Notice.

In another case occupants of a property in Orton were summoned to court in relation to the breach of the Abatement Notice, prohibiting the nuisance caused by the barking of dogs in the rear garden of the property. Both defendants attended court and pleaded guilty. They were each fined £200 with a victim surcharge of £80 and costs of £800, a total of £2,160 each.

As well as noise complaints regarding residential properties, officers continued to engage with event organisers and the Safety Advisory Group (SAG) regarding events across the city, such as Peterborough Beer Festival and Nene Valley Rock Festival.

The number of planning cases is also likely to meet or be similar to the same levels as last year (565), which was a record high. This is likely a reflection of the ongoing developments across the city.

4.2.5 Air Quality

The 2023 Air Quality Report, which considered 2022 data, was published in October. To complete the report, the prescribed pollutants which are monitored in Peterborough were analysed to establish if they require further assessment. The main pollutants of concern both locally, and nationally, are those associated with road traffic at locations close to busy, congested roads where people may live, work or shop. The report determined that there were no exceedances of the defined limit. Levels were generally lower when compared to the previous year, other than a few exceptions, namely Lincoln Road, Pleasure Fair and Taverners Road. Officers will continue to work with partners to ensure the ongoing downward trajectory of levels across the city are maintained, for example considering major planning developments and changes in transport and traffic management.

4.2.6 Food Standards and Safety

Food Safety and Standards continues to be a priority across the service to ensure that products are safe for consumption, whether this be via programmed food hygiene inspections, accurate labelling requirements, or sampling of products for traces of allergens.

There are approximately 2,150 registered food businesses, 287 of which were registered in a 6-month period, all of which are subject to food hygiene inspections, dependant on their rating which is determined by risk e.g. how many consumers they reach, whether food is prepared on site, or sold pre-packaged.

There were 225 food standards interventions over a period of 12 months, these included inspections and audits, verification and surveillance visits, sampling, advice, and information and intelligence gathering.

In a 12-month period, 183 premises were issued with a written warning, 7 were issued a Hygiene Improvement Notice and 2 were voluntary closures. In the same period 27 samples were taken.

4.2.7 Safety at Sports Grounds

The Service continues to monitor safety at regulated grounds in Peterborough, in accordance with its responsibilities under the Safety of Sports Grounds Act 1975 and the Fire Safety and Safety of Places of Sport Act 1987 engaging with Peterborough United Football Club and Peterborough Sports Football Club to achieve compliance and meet the necessary safety requirements. Peterborough Sports Football Club were not previously subject to such regulation, however a new covered stand which holds more than 500 spectators has been built which will require a Safety Certificate to be issued. The Fitzwilliam Grandstand at the Peterborough Showground has been decommissioned and therefore engagement from a safety at sports ground perspective is no longer required.

4.2.8 **Illicit and underage sales**

Trading Standards have seen an increase in the number of complaints regarding e-cigarettes (vapes) and illicit cigarettes, including complaints regarding the sale and supply of age restricted products to children. This therefore has been the primary focus of the Service, and several approaches have been adopted to help address the issue.

A number of “Test Purchase” exercises were conducted with underage volunteers (under 18s) visiting premises for which intelligence had been gathered (11 visits in total). The purpose of the test purchase is to see whether these premises carry out the necessary ID checks, and whether they sell to those under the legal age to purchase such products.

Multi agency operations with HMRC and Police have also been conducted and resulted in the seizure of:

- 263,440 cigarettes
- 4,302 vapes
- 17.705kg of hand rolling tobacco

As a result of this work 13 investigations have commenced and are currently ongoing.

Further to the enforcement action described above, officers have also been interviewed in relation to illicit cigarettes and vapes with a BBC researcher with the view to promoting the ongoing work and successes of the Service.

4.2.9 **Primary Authority and Business Advice**

The Business Advice Hub continue to engage with businesses to achieve compliance through education and advice, providing expertise in relation to Trading Standards and Environmental Health legislation. There are currently 130 active partnerships as part of the Primary Authority Scheme, consisting of local, regional and national businesses. New businesses are mostly those interested in the food, hospitality and catering industry, as well as those requesting advice on e-cigarettes.

A main focus of enquiries over the last 12 months relates to Brexit and trade with Northern Ireland, as often products are imported to the UK for further export to Northern Ireland, which has labelling implications.

Officers are also contributing to the national debate on electronic cigarettes advising on rechargeable devices, and the industry response to the proposed Government ban on disposable vapes.

Food labelling and food allergens continue to be a key area for advice and compliments the work of the wider Trading Standards work in relation to food standards.

5. CORPORATE PRIORITIES

5.1 The Portfolio update for the Cabinet member for Infrastructure, Environment and Climate Change links to the Corporate Priorities, in particular:

1. The Economy & Inclusive Growth
 - There is no impact as a result of the report as it is for information only and will not impact service delivery.
2. Our Places & Communities
 - Providing a safe and accessible road and active travel network to allow communities to access leisure, health, and work facilities.

6. CONSULTATION

- 6.1 Consultation relevant to each aspect of the portfolio has been carried out as part of 'business as usual' operations.

7. ANTICIPATED OUTCOMES OR IMPACT

- 7.1 Following debate and discussion at committee, it is anticipated that Members will be fully informed as to the progress and priorities of the portfolio holder, and the portfolio holder will be able to consider suggestions that come forward during that debate.

8. REASON FOR THE RECOMMENDATION

- 8.1 Scrutiny committees in Peterborough receive an annual report from all portfolio holders, as part of their responsibility to scrutinise key areas of work.

9. ALTERNATIVE OPTIONS CONSIDERED

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

10. IMPLICATIONS

Financial Implications

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

As regards specific projects, finance advice has been sought on a case-by-case basis.

Legal Implications

- 10.2 This report is to give an overview / progress update and as such there are no direct legal implications.

As regards specific projects, legal advice has been sought on a case-by-case basis.

Equalities Implications

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

11. BACKGROUND DOCUMENTS

- 11.1 Not applicable.

12. APPENDICES

- 12.1 Appendix 1: Peterborough Highway Service Annual Report