

ENVIRONMENT SCRUTINY COMMITTEE22 June 2010
9.30 am - 12.55 pm**Present:** Councillors Ward (Chair), Kightley (Vice-Chair), Herbert, Pogonowski, Saunders, Kerr, Newbold and Znajek**Also Present:** The Executive Councillor for Climate Change and Growth, Councillor Blair
Executive Councillor for Environmental and Waste Services, Councillor Pitt**Officers present:** Simon Payne, Director of Environment and Planning
Toni Ainley, Director of City Services
Jas Lally, Head of Environmental Services
Richard Wesbroom, Accountant
Dave Roberts, Head of Policy and Projects
John Preston, Historic Environment Manager
Simon Chubb, Climate Change Officer
Toni Birkin, Committee Manager
Guy Belcher, Nature Conservation Projects Officer.
Clare Rankin, Cycling and Walking Development and Promotion Officer**FOR THE INFORMATION OF THE COUNCIL****10/33/ESC Apologies**

Apologies were received from Councillor Tunnacliffe (Councillor Shah present as alternate).

10/34/ESC Declarations of Interest

Councillor	Agenda Items	Interest
Pogonowski	6	Personal. Members of Cambridge Cycle Campaign
Saunders	6, 16, 17, 18, 19, 20	Personal. Members of Cambridge Cycle Campaign

Shah 7 Personal. Provides accountancy services to some taxi drivers

10/35/ESC Minutes

The minutes of the meeting of the 16th March 2010 and the special meeting of the 27th May 2010 were approved as correct records.

10/36/ESC Public Questions (See information at the end of the agenda)

David Wratten spoke on behalf of CCLT addressed the committee regarding agenda items 7 and 8.

Item 7

Drivers who have recently changed their vehicles feel that the proposed changes will penalise them unfairly and would ask that they be not charged the new rates until they replace their vehicles. Taxis providing wheelchair access have no choice but to use larger vehicles and will be hit by the higher emissions charge. Current low emissions vehicles cannot cope with the mileage over the expected lifetime of a taxi.

There is insufficient space on existing ranks and drivers are forced to drive around creating more pollution.

Buses are responsible for a much higher proportion of the pollution in the City than Taxis. As the Transport Act covers both Taxis and cars, will they also face higher charges?

If city private hire cars choose to register with South Cambs, the City will lose fees and have no control over vehicles operating in the City.

South Cambs have 20 test centres compared to only one in the City.

The Taxi trade is anxious to work with City and County Councils to sort out the problem of rank spaces and restrict the number of taxis operating in the area.

Item 8

The taxi trade in Cambridge do not want the shared taxi scheme for the following reasons:

- Less work for taxis
- More waiting and ranks are limited for taxis to wait for additional passengers
- Increased numbers of journeys of taxis going round, waiting to get on ranks
- People use taxis for a variety of reasons and if they wanted to use shared transport, they would use a bus.
- Elderly customers say it is a treat to take a taxi, so do so once in a while
- Business people use taxis as meeting rooms

We need more rank space and a limit on the number of taxis, which would then make this an option.

While the council says it is Party Policy they believe in free trade even though it is causing these problems in the City regardless of how many attempts over the last 3 years from the trade to resolve this problem.

Other UK cities with the same problems have relimited within the last 6-12 months including Cardiff, Reading, South Tyneside, Grimsby, Birmingham and Southend.

The County Council have said that there is limited room for more ranks and therefore the numbers of cabs needs controlling – with controlled growth, reviewed every 3 years.

John Riley spoke on behalf of CHCDA also addressing the committee regarding agenda items 7 and 8.

He supported the comments made by Mr Wratten. He stated that given that all internal combustion engines are heavy polluters would it not be a simpler solution to stop issuing plates then allowing the size of the fleet to be reduced through natural wastage. Encouraging a change to hybrid vehicles when they could be combined with making more rank space available to avoid driver circling the City, and adding as much as 40 miles per day looking for a space.

Response from Cllr Pitt

Cllr Pitt thanked the speakers for their contributions. He suggested that reducing the number of taxis might put drivers out of work or force them to become private hire vehicles which would be unhelpful. However, he agreed

that penalising drivers who have recently changed vehicles appears to be unfair and will take this into account.

There are issues around buses and there is on-going work with the County and the bus operators to look at ways to improve air quality.

The number of testing stations is a geographical issues and as South Cambs covers a much larger area, having a number of testing stations is necessary. The situation in the City is different.

Cllr Pitt will ask officers to examine the taxis as buses issue but drivers will not be forced to take part in this. If there is no willingness or demand for this, the scheme will be abandoned. The success of such a scheme would be dependent on it being beneficial to both the provider and user of the service.

David Wratten responded that driver were unhappy about being expected to pay for consultation for something they did not ask for and do not want.

The Head of Environmental Services confirmed that all cost related to the Taxi service are recoverable via the taxi fees. He also confirmed that an Equality Impact Assessment would be done and that future trends would be covered by the consultation.

10/37/ESC Change to Agenda Order

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used his discretion to alter the order of business. However, for ease of the reader, these minutes will follow the order of the agenda.

10/38/ESC Key Decision - 2009/10 Revenue and Capital Outturn, Carry Forwards and Significant Variances

Matter for Decision:

This report presents a summary of the 2009/10 outturn position (actual income and expenditure) for services within the Environmental & Waste Services portfolio, compared to the final budget for the year. The position for revenue and capital is reported and variances from budgets are highlighted, together with explanations. Requests to carry forward funding arising from certain budget underspends into 2010/11 are identified.

Decision of Executive Councillor for Environmental and Waste Services:

Agreed:

- a) The carry forward requests, totaling £1,930 as detailed in Appendix C, are to be recommended to Council for approval.
- b) To seek approval from Council to carry forward capital resources to fund rephased capital spending of £150,000 from 2009/10 into 2010/11 as detailed in Appendix D.

Reason for the Decision:

As set out in the report.

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Accountant presented the report to members.

The Scrutiny Committee considered and endorsed the recommendations in the report by a vote of 6 to 0.

The Executive Councillor for Environmental and Waste Services approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted):

N/A

10/39/ESC Key Decision - Madingley Cycle Scheme

Matter for Decision:

The Madingley Road project is part of the Cycle Cambridge programme and aims to improve the existing poor provision for cyclists along Madingley Road. This corridor has been identified as a priority for funding from the Joint Funded

Capital Cycleways budget and so it is proposed that £150,000 from the 2009/10 budget is put towards this project in addition to the £250,000 from the Western Area Corridor Transport Plan.

Decision of Executive Councillor for Climate Change and Growth:

Agreed:

To note the details of the Madingley Road project as set out in this report at paragraph 3.3 of the report, and to agree to a contribution of £150,000 towards the project.

Reason for the Decision:

Madingley Road is an important radial route for cyclists and was identified as one of the radial routes which should be improved at the November 2002 Cambridge Environment and Transport Area Joint Committee as part of the Joint-funded Cycleways programme. This project could not subsequently be progressed due to issues with potential bus priority schemes on Madingley Road and implications arising from the Transport Innovation Fund proposals for the northwestern quadrant of the City. Cambridgeshire County Council have now decided that a bus priority scheme will not be pursued further east along Madingley Road and that the proposed cycle improvement scheme should not affect any future works undertaken as part of the Transport Innovation Fund.

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Cycling and Walking Development and Promotion Officer presented the item. Members were keen to make the best use of Cycle England money available to the City. Members were prepared to take a pragmatic approach to pinch points provided the Tree protocol is observed.

The Scrutiny Committee considered and endorsed the recommendations unanimously.

The Executive Councillor for Climate Change & Growth approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/40/ESC Key Decision - Hackney Carriage and Private Hire Licensing Fees and Conditions**Matter for Decision:**

A key action for Environmental Services for 2010/2011 is to consider introducing a 'taxi' licensing fee related to CO₂ emissions.

This report proposes that the current fee structure for licensed vehicles is revised by introducing a sliding scale which relates to carbon emission levels of vehicles.

If proprietors of licensed vehicles are encouraged to contribute towards an improvement in air quality by running lower emission licensed vehicles and this policy is implemented successfully then when licensees replace their current vehicles they may choose to purchase ones in a lower emissions band. Therefore, if the current fleet of 500 vehicles all moved up one emission band, then based on vehicles traveling an estimated 50,000 km per year, we would save $10g \times 500 \times 50,000 = 250,000,000$ g or 250,000 kg CO₂ annually. To put this into context, in 2005 the average carbon footprint for a Cambridge City resident was estimated to be 6.2 metric tons and so any significant reduction in taxi emissions would offset this figure.

Decision of Executive Councillor for Environmental and Waste Services:**Agreed:**

1. The principle of amending the current fee structure by creating a fee banding system based on vehicle carbon dioxide emission levels and to request that following consultation with the taxi trade the October Licensing Committee sets the new Licensing fees. The new fees would then be advertised and implemented by January 2011
2. To instruct officers to consult with the 'taxi' trade and the public on the suggested measures

3. To recommend to Licensing committee that they consider retaining an upper age limit for licensed vehicles to ensure that emissions of the air pollutants, Nitrogen Dioxide and Particulate Matter are lowered with time

Reason for the Decision:

Para 39 continues 'Local licensing authorities, in discussion with those responsible for environmental health issues, will wish to consider how far their vehicle licensing policies can and should support any local environmental policies that the local authority may have adopted. This will be of particular importance in designated Air Quality Management Areas (AQMAs), Local authorities may, for example, wish to consider setting vehicle emissions standards for taxis and PHVs. However, local authorities would need to carefully and thoroughly assess the impact of introducing such a policy; for example, the effect on the supply of taxis and PHVs in the area would be an important consideration in deciding the standards, if any, to be set. They should also bear in mind the need to ensure that the benefits of any policies outweigh the costs (in whatever form)'.

Any alternative options considered and rejected:

As detailed in the report.

Scrutiny Considerations:

The Head of Environmental Services introduced the report. Cllr Herbert echoed the points raised by the two public speakers and asked what progress had been made in discussions with South Cambs. The officer responded, confirming that neighbouring authorities do have different standards. Work is on-going to harmonise standards. The introduction of the policy is to influence drivers choice of vehicle in future.

The committee was minded to agree with the representatives of the trade the Executive Councillor should look seriously at not imposing the new charges on existing vehicles.

The following issues were raised:

- Concerns that City registered vehicles will be disadvantaged financially.
- Why are taxis being targeted when buses are bigger pollutants?

- Love Cambridge consultations suggested that there are too many taxis and therefore reducing numbers would have a greater impact.
- Could the upper age limit be relaxed for well maintained vehicles?

Cllr Newbold proposed the following amendment:

The Executive Councillor meets with taxi driver representatives and other stakeholders for discussions to develop, in a fair manner, a system of charging in relation to emission plus other methods to limit pollution which will include harmonisation with South Cambridgeshire, measures directed at buses, rank space and a possible moratorium in taxi numbers.

The amendment was lost by a vote of 3 to 6.

The Executive Councillor noted the issues raised and will meet with representatives of the trade to ensure their concerns are heard.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 6 to 3.

The Executive Councillor for Environmental and Waste Services approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

7a Cheaper fees for Greener Vehicles Fuel Types Appendix A

7b Cheaper fees for Greener Vehicles Cars registered on or after 1 March 2001 (based on fuel type and CO2 emissions) Appendix B

7c Cheaper fees for Greener Vehicles Graph Appendix C

7d Plug-in Taxi London Trials Appendix D

10/41/ESC Key Decision - Use of Taxis for Shared Usage Agreed at Point of Departure

Matter for Decision:

Members of the Licensing Committee have proposed the introduction of a shared 'taxi' scheme, which would make a contribution towards achieving a reduction in the carbon footprint within the city.

Section 10 of the Transport Act 1985 makes provision for a licensing authority to adopt a scheme for the use of taxis (licensed hackney carriage vehicles) for shared journeys, with each person paying a separate fare.

Decision of Executive Councillor for Environmental and Waste Services:

Agreed:

1. To endorse the principle of introducing a scheme under section 10 of the Transport Act 1985 for the use of taxis for the carriage of passengers for hire and reward at separate fares
2. To approve the commission of a survey to assess the level of public interest and the interest of the hackney carriage trade and other stakeholders in such a scheme
3. That in the event that the results of the survey support the introduction of a scheme to instruct officers to prepare a draft scheme in accordance with section 10 of the Transport Act 1985 to be considered by the Executive Councillor at the Environment Scrutiny Committee meeting in March 2011.

Reason for the Decision:

Such a scheme, if adopted in Cambridge, could:

- help reduce number of journeys taken in the central area
- increase taxi occupancy
- reduce carbon emissions

Additional Benefits include:

- passengers gain because they pay only a proportion of metered fare so more people may be attracted to use shared taxis
- taxi drivers gain because collectively they will receive more than the metered fare because vehicle is not hired as a whole and so more people should be attracted to using their service
- taxi vehicle used more efficiently
- local residents and visitors will potentially benefit from an improvement in air quality and possible reduction in congestion in Cambridge City.

Any alternative options considered and rejected:

As detailed in the report.

Scrutiny Considerations:

The head of Environmental Services introduced the report. Similar schemes have worked well in other places (London). Members asked for clarity on participation and were told that drivers would be free to opt out of the scheme. Concerns were raised about the ability of existing taxi ranks to cope with this sort of service. The officer confirmed that the fine details of the scheme would not be drawn up until the will and the demand to introduce it had been tested. Issues such as use of taxi ranks, queue marshals and logistics of the plan will be agreed later.

Cllr Pitt stated that the scheme would only proceed if there were benefits to all involved. He did not agree that there is an over supply of taxis in the City or that taxi ranks are always full. These are business decisions for the providers to assess.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 6 to 0.

The Executive Councillor for Environmental and Waste Services approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/42/ESC Key Decision - Bring Bank Recycling Scheme**Matter for Decision:**

Cambridge City Council operates 24 public bring banks sites, where residents can take their dry recyclables to a local facility in, for example, a neighbourhood car park and segregate various materials for recycling. This joint procurement is aimed at providing a range of options for partners including the emptying of banks or bins at these sites, the maintenance of

banks and the sale of recyclables.

Decision of Executive Councillor for Environmental and Waste Services:

Agreed:

1. To authorise the inclusion of Cambridge City Council in a joint procurement with RECAP partner authorities for one or more of the following options:

- the emptying of bring banks
- the provision, maintenance and replacement of bring banks
- the collection of recyclables from the bays at our Mill Road Depot and the sale of recyclables to reprocessors

These services would be provided as 'lots' for each individual material including commingled dry recyclables.

2. To decide in consultation with the Director of Environment and Planning which of the 'lots' the Council will contract for as a result of the tender process.

Reason for the Decision:

It is intended that the procurement for the bring bank services be as flexible as possible. The various aspects of the services will be divided into 'lots' and each 'lot' will cover a variety of service options. For instance a 'lot' will include an element for collection, maintenance and provision of bins. This will enable all partners to opt-in to any number of separate 'lots' for the services as and when they require.

Any alternative options considered and rejected:

As detailed in the report.

Scrutiny Considerations:

The Head of Environmental Services introduced the report. Discussion followed on what items might be recyclable in the future. The officer stated that prices for the materials collected had risen lately. And there is a benefit to be gained from joint procurement and harmonising collection methods over a larger area. South Cambs are currently tendering for mixed plastics that the City does not currently collect. City residents are very good at recycling and contamination rates are very low. Members discussed more options for flat

dwellers and potential to have green waste bins in communal collection points. This was agreed to be problematic and not viable at present.

Cllr Pitt thanked the officer for their work in this area and was encouraged by the progress. However, he reminded members that the ultimate goal remains less waste rather than more recycling.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (unanimous).

The Executive Councillor for Environmental and Waste Services approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/43/ESC Non-Key Decision - Statutory Litter Duty - Zoning of The District

Matter for Decision:

1. The Environmental Protection Act 1990, imposes statutory duties on Principle Litter Authorities, (Cambridge City Council is such an Authority), and certain other land managers (duty bodies) to keep specified land and highways clear of litter, refuse and detritus. A Code of Practice for Litter and Refuse, issued with this legislation, set out recovery times for restoring this land and highways to acceptable standards dependant upon the land use. This required Principle Litter Authorities to Zone their district for litter collection purposes and set their cleansing schedules so that they meet these duties.
2. A revised Code of Practice on Litter and Refuse, published in April 2006, re-classified the different types of land managed by duty bodies into four main zones based on intensity of use and special circumstances.
3. The Code recommends that all duty bodies in an area should consult together and develop an integrated approach to zoning. This should be lead by the Principle Litter Authority. The duty bodies are then expected to publish details of the zones for their land and make them available to the public on request. Best practice should also include consultation with the public regarding any changes to the zoning.

Decision of Exec Cllr for Environmental and Waste Services:**Agreed:**

To approve the Director of City Services undertaking a public consultation exercise through the Area Committees.

Reason for the Decision:

Original zoning of the district was undertaken following the issuing of the original COPLR in 1991. There have been no changes to zoning since its original introduction.

Any alternative options considered and rejected:

As detailed in the report.

Scrutiny Considerations:

The Director of City Services introduced the report. Members questions why one area of the City warrants a higher standard than another. There is a single standard for the City with the difference being the rectification time target. This is dependent on usage, for example, area of the city centre require daily attention. Members pointed out hotspots in non-city centre areas, such as Wadloes Road. Where a fast food outlet causes the problem, the business concerned has a duty to address the problem themselves. The balance between enforcement and clean up was discussed and the officer expressed the opinion that this is acceptable at present.

Members of the public can request a spot clean if other areas are in a poor condition and Street Scene were praised for the way they respond to such requests. Cllr Pogonowski asked if there could be more bins in areas of high use.

Cllr Pitt agreed that voluntary groups, such as the Cleaner Cambridge Campaign, should be included in the consultations.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (Unanimously).

The Executive Councillor for Environmental and Waste Services approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/44/ESC Key Decision - 2009/10 Revenue and Capital Outturn, Carry Forwards and Significant Variances

Matter for Decision:

This report presents a summary of the 2009/10 outturn position (actual income and expenditure) for services within the Climate Change & Growth portfolio, compared to the final budget for the year. The position for revenue and capital is reported and variances from budgets are highlighted, together with explanations. Requests to carry forward funding arising from certain budget underspends into 2010/11 are identified.

Decision of Exec Cllr for Climate Change and Growth:

Agreed:

1. The carry forward requests, totalling £399,430 as detailed in Appendix C, which are to be recommended to Council for approval.
2. To seek approval from Council to bring forward capital resources to fund rephased capital spending of £622,000 from 2009/10 into 2010/11 as detailed in Appendix D of the report.

Reason for the Decision:

As detailed in the report.

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Account presented the item. Members discussed the income generated by car parks and how accurate future predictions would be. The Director of City Services confirmed that modelling work would begin in August and would take into account the impact of the guided bus, retail trends and changes to VAT.

Members agreed that it is very difficult to predict future finances, as there are many unknown factors in an uncertain financial climate.

Members suggested that the report was difficult to understand and asked for clearer footnotes in future report. The Accountant will look at the structure of the report and further suggested that new members request a briefing from the Director of Finance.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 7 to 0.

The Executive Councillor for Climate Change and Growth approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/45/ESC Key Decision - Procurement Approval Report for a Surface Water Management Plan for Cambridge and Milton

Matter for Decision:

The City Council has been awarded a grant of £100,000 from the Department for Environment, Food and Rural Affairs (Defra) to undertake a Surface Water Management Plan (SWMP) for Cambridge and Milton. The Executive Councillor is recommended to authorise the tender and award of a contract.

Decision of Executive Councillor for Climate Change and Growth:

Agreed:

To authorise the tender and award of a contract for the provision of services to develop a Surface Water Management Plan for Cambridge and Milton for the maximum amount of £100,000 in collaboration with Cambridgeshire County Council.

Reason for the Decision:

Defra divided England into 4350 settlements, Cambridge and Milton was considered one settlement. The settlements were ranked with regard to their possible susceptibility to surface water flooding. Cambridge is ranked 87 out of

the 4350 settlements and this indicates that Cambridge may be a high risk area with regard to surface water flooding.

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Head of Policy and Project introduced the report and members supported the proposals.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (unanimous).

The Executive Councillor for Climate Change and Growth approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/46/ESC Key Decision - Pro-active Conservation

Matter for Decision:

This report updates the review of projects presented to Environment Scrutiny Committee in March. It seeks approval of a way forward for the Holy Trinity War Memorial Shelter.

Decision of Executive Councillor for Climate Change and Growth:

Agreed:

1. The allocation of up to £2000 per year for 5 years from the Historic Building Grants budget towards maintenance of the Holy Trinity War Memorial shelter.
2. The bringing forward of a detailed programme for 2010-11 to the Development Plan Scrutiny Sub Committee for approval in July 2010.

Reason for the Decision:

Funding of £30,000 per year for pro-active conservation work has been agreed for each of the financial years 2008-9, 2009-10, and 2010-11.

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Historic Environment Manager introduced the report and gave a brief update on projects in the report.

The funding Holy Trinity War Memorial Shelter was described as a worst-case scenario and cost could be much less. Trees overshadowing the shelter were discussed and further consultation may be needed.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (unanimous).

The Executive Councillor for Climate Change and Growth approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/47/ESC Key Decision - Proposed City Council Public Art Commissioning Strategy

This item was withdrawn and will come to committee later in the year.

10/48/ESC Key Decision - Programme Review Car Parks Infrastructure and Replacement Programme

Matter for Decision:

To note the Car Parks Infrastructure and Equipment Replacement Programme (PR019)

Decision of Executive Councillor for Climate Change and Growth:

Agreed:

1. To note the progress and achievements to date of the Car Parks Infrastructure and Equipment Placement Programme Capital Programme (PR019).
2. To note the potential implications of major remedial works, particularly at Park Street car park, for which a strategic decision will be required in the 2011/12 Medium Term Strategy.

Reason for the Decision:

No decision needed

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Scrutiny Committee considered and noted the report

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

15a Asset Replacement Programme Appendix 1

10/49/ESC Non-Key Decision - Charging Policy for Electric Vehicles on City Council Off-Street Car Parks

Matter for Decision:

New facilities are being installed in the City's car parks to allow electric cars to charge their vehicles, while parked. There needs to be practical and sustainable arrangements for managing these customers' requirements, and a policy needs to be agreed and advertised about whether they should pay for

parking and/or pay for charging in new designated bays, in order that the city's off-street traffic regulation orders can be revised, advertised and subsequently enforced.

It was recommended that the City's Off-Street Traffic Regulation Orders are amended to enable electric cars drivers to park in car parks on the same terms as other car users, and to be allowed to free of charge top-up their cars in designated bays for a maximum of three hours, and for these arrangements to be reviewed in the future.

Decision of Exec Cllr for Climate Change and Growth:

Agreed:

- a) To delegate authority to the Head of Parking Services to introduce facilities for charging electric cars in the city's car parks.
- b) To agree initially on a maximum charging period of three hours, for which no charge will be levied.
- c) To treat electric cars in the same way as other cars, until such time as a more comprehensive arrangement and administratively workable solution is in place for charging car park customers according to their vehicle emissions levels.

Reason for the Decision:

Electric vehicles offer a clean and energy-efficient alternative to vehicles with an internal combustion engine. A battery supplying electricity to the motor powers electric vehicles. They produce no tailpipe emissions and no emissions at all when charged with green electricity from renewable sources, making them an environmentally friendly vehicle. Despite the limited range of electric vehicles on the market, they are becoming increasingly popular. Technology improvements have expanded the range and speed of the vehicles and they are now becoming a more viable option for busy commuters.

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Director of City Services introduced the report. Members pointed out that, while the cars may reduce emissions in the City, the production of the

electricity to power them will still produce emissions elsewhere. Members suggested that report was unclear in places (3.7) as to how much it will cost, per hour, to supply the energy and the officer will respond outside the meeting.

Members discussed the practicalities of the scheme such as, where will the spaces be located and how will drivers know the correct space is available before they enter the car park? The problems related to offering lower parking fees to low emission cars were discussed. At present registration recognitions systems cannot generate the required information fast enough for it to be practical.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (unanimously)

The Executive Councillor for Climate Change and Growth approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/50/ESC Key Decision - Sustainable City Capital Grants Programme Review

Matter for Decision:

To note the report.

Decision of Exec Cllr for Climate Change and Growth:

Agreed:

1. Noted the progress and achievements to date of the Sustainable City Capital Project Grants (PR4).
2. Note the decision in January 2010 to combine the Sustainable City Capital Project Grants with the Sustainable City Revenue Project Grants, effectively ending Sustainable City Project Grants as a capital programme. Future

decisions regarding the budget for Sustainable City Revenue Project Grants will be made as part of the annual budget process.

Reason for the Decision:

No decision needed

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Climate Change Officer introduced the report.
The Scrutiny Committee noted the report.

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/51/ESC Non-Key Decision - Climate Change Fund Annual Status Report

Matter for Decision:

A Climate Change Fund with an initial investment of £250,000 was agreed at Council on 21 February 2008 to be used to provide funding for schemes or activities which will contribute to the achievement of the Council's climate change and carbon reduction Medium Term Objective. Detailed operational guidelines for management of the fund were agreed at Environment Scrutiny Committee in July 2007, which included a requirement for the total expenditure and achievements of the fund to be reported to Environment Scrutiny Committee annually. This report constitutes the second Climate Change Fund annual status report documenting performance of the fund up to June 2010.

Decision of Exec Cllr for Climate Change and Growth:

Agreed:

To note the second annual status report for the Council's Climate Change Fund.

Reason for the Decision:

As stated in the officer report.

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Climate Change Officer introduced the report. The Scrutiny Committee noted the report and supported the achievements to-date. The amount of officer time taken up by small projects was noted.

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/52/ESC Non- Key Decision - Cambridge Environment Report 2009-10

Matter for Decision:

The Cambridge Environmental Framework adopted at Environment Scrutiny Committee in June 2009 outlined 15 indicators, including 12 national indicators, against which environmental performance in the Council and Cambridge City will be measured. It also contained a commitment to publicly report this performance annually in an Environment Report. This report summarises environmental performance over the first year since adoption of the Cambridge Environmental Framework.

Decision of Exec Cllr for Climate Change and Growth:

Agreed:

To approve the first annual Cambridge Environment Report 2009-10 for reporting Council environmental performance and informing future planning for environmental service delivery.

Reason for the Decision:

As detailed in the officer report.

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Climate Change Officer introduced the report. The Chair questioned the value of producing a report that is not required nationally. It was agreed that it has a value in measuring performance against agreed targets. In response to member questions the officers stated that it is not possible to give per resident figures as population data is not available,

Fuel poverty was discussed and the officer confirmed that this may not give a true reflection of the situation due to the complexity of the reporting methods.

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/53/ESC Grey (Waste) Water Recycling System at Mill Rd Depot

Matter for Decision:

New facilities are being installed in the city's car parks to allow electric cars to charge their vehicles, while parked. There needs to be practical and sustainable arrangements for managing these customers' requirements, and a policy needs to be agreed and advertised about whether they should pay for parking and/or pay for charging in new designated bays, in order that the city's

off-street traffic regulation orders can be revised, advertised and subsequently enforced.

It was recommended that the City's Off-Street Traffic Regulation Orders are amended to enable electric cars drivers to park in car parks on the same terms as other car users, and to be allowed to free of charge top-up their cars in designated bays for a maximum of three hours, and for these arrangements to be reviewed in the future.

Decision of Exec Cllr for Climate Change and Growth:

Agreed:

Financial recommendations - To recommend this capital scheme (which is not included in the Council's Capital Plan) for approval by Council, subject to resources being available to fund the capital and revenue costs associated with the Scheme. The total capital cost of the project is £39,000, and funded by £36,000 from the Climate Change Fund and £3,000 R & R.

Procurement recommendations –Approved the carrying out and completion of the procurement of Grey Water Recycling Units at City Services Depot. If the quotation or tender sum exceeds the estimated contract value by more than 15% the permission of the Executive Councillor and Director of Finance will be sought prior to proceeding.'

Reason for the Decision:

Utilities at Mill Road Depot are being reviewed with a view to reducing both cost and waste. Anglian Water was invited 'audit' the site. The assessment found no real benefit achievable from the office areas but significant potential from recycling the water used to clean vehicles.

Any alternative options considered and rejected:

N/A

Scrutiny Considerations:

The Director of City Services introduced the report. Members were keen to proceed with the project.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 8 to 0 (unanimously)

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

10/54/ESC Decisions by Executive Councillors - the following records of decisions are reported to the scrutiny committee.

Records of Decision were noted.

21a Voltage Optimisation Guildhall Trial

21b 1 Year Extension of Reverse Agency Agreement

21c Tree Maintenance Framework Agreement 2010-14

The meeting ended at 12.55 pm

CHAIR