

Committee Action Sheet - West/Central Area Committee

Meeting Date: 15/06/23

1. Minute reference: 22/19/WAC Open Forum Q1

- Action: Head of Environmental Services to convene a multi-agency meeting to consider the issues being raised around use of e-scooters / e-bikes / e-mopeds on open spaces, with the aim of agreeing some deliverable management actions.
- Progress: Head of Environmental Services has circulated an email and briefing note requesting initial meeting with representatives from City Council's Community Safety and Streets and Open Spaces services and Police, County Council and GCP. Meeting date being organised to take place between now and Christmas.
- Progress: the initial multi-agency officer meeting to discuss issue of e-mopeds, e-scooters, e-bikes on open spaces is confirmed for 30th November.
- Progress: This multi-agency officer meeting took place on 30th November and a note of meeting was shared with Market Ward Councillors Bick, Gilderdale and Porrer.
- Progress 06/03/23: At the meeting, officers committed to gather further data/ evidence/ intelligence on the issue of irresponsible e-scooter/ e-moped/ e-cycle use in city centre, noting Midsummer Common as the main 'problem site'. Officers also supported proposed trial of behavioural change 'Respect' signage on Midsummer Common; and to pursue the development of a countywide targeted education/ awareness raising campaign, to be led by the Cambridgeshire Road Safety Partnership, as part of its 'Vision Zero' Plan.

A follow up multi-agency officer meeting has been scheduled for 22nd March to review progress on these commitments/ actions.

- Progress 15/06/23: The three-way partnership involving City, County and Police continues to meet to plan and review progress on actions to tackle the misuse of these vehicles in public places. City Officers are currently finalising the design for the behaviour influencing signage for Midsummer Common, which aim to complete by end of month to be installed in the Summer. This represents a trial, which if successful could be rolled out to other locations.

In May, the City passed a motion on e-scooter and e-moped usage, which included the following resolutions:

- i. To request a report to the Environment and Community Scrutiny Committee within the next 6 months on the progress of the three-way partnership, identifying means by which the city council and partners might take this forward, exercising influence over, and potentially co-ordinating, the best use of existing powers in a concerted fashion to mitigate the adverse,

and channel the positive effects of the phenomenon, including but not limited to engagement with:

- The Police on the use of existing enforcement powers;
- Highways and Trading Standards at the County Council;
- The city council's own services with responsibility for public open spaces, (building on the recent initiative for 'Respect' signage on Midsummer Common), environmental enforcement and community safety;
- The Combined Authority as local sponsor of the Voi licensed pilot in Cambridge
- Delivery companies whose services utilise the novel vehicles
- Interest groups in the city representing established users of spaces now also used by novel vehicles.

ii. *To instruct the Chief Executive to write to the relevant government minister (copying in the city's MPs, the CPCA Mayor, the PCC and the LGA) in order to:*

- *Request the urgent creation of a national regulatory framework for the novel vehicles, which recognises the need for controls over safety and anti-social use and empowers local authorities and the Police to take effective enforcement action;*
- *Express the Council's concerns about the impact of the gig economy model on this issue and seek measures which also address that.*

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2. Minute reference: 22/19/WAC Open Forum Q2

- Action: Head of Environmental Services to investigate the ability for the Council to acquire powers to enforce against engine idling. Would also look into what could be done regarding education about engine idling.
- Progress: Still under investigation, nothing to report as yet
- Progress: 06/03/23: Vehicle engine idling is illegal (Section 42 of the Road Traffic Act (1988)) but only enforceable by police officers whereby a £20 fixed penalty notice can be levied rising to £40 for late payment. That said, there are powers in the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002, which, on application, would allow local authorities to enforce idling. These regulations allow a local authority officer, or designated person by the local authority, in the area of that authority, to issue fixed penalty notices in relation to stationary idling in that area. These relate to idling offences in Section 42 of the Road Traffic Act (1988), which are prescribed as fixed penalty offences for the purposes of these regulations. Previously only the police had the power to enforce these offences under the Road Traffic

Act. For statutory Idling offences the fixed penalty allowed under these regulations is £20. The authorised officer/ designated person has to ask the driver to comply with the law and, if they don't, can then issue the fine, via a fixed penalty notice.

The regulations do mention 'district authorities' as one of the bodies which can use these powers, but clearly for the City Council this would have significant resource implications, in terms of investing in the necessary staff capacity to be able to undertake meaningful enforcement; at a time when the Council is having to make significant financial savings to deliver a balanced budget. Also, the City Council does not currently collect or hold data relating to idling issues in the city, other than a very small number of individual complaints; and, in order to do so, once again, would require significant resource investment. Vehicle idling is also not likely to be considered a local policing priority for Cambridgeshire Police enforcement

Whilst any reduction in vehicle emissions is desirable, studies on idling impacts are thin on the ground and with mixed results. Whilst very local targeted action in areas of high exposure, such as a school might be significant, it is very unclear in terms of national objectives for regulated pollutants, that vehicle idling makes a measurable contribution. The idling issue is also diminishing as 'stop start' technology, hybrid and full electric vehicles (EVs) penetrate the fleet.

So, given the above, City Council officers have committed to investigate how we might publicise and promote better driver behaviour in collaboration with partner authorities, including the County Council and Police, through a coordinated programme of education and awareness raising. This builds on previous work undertaken jointly in the past, by the City and County Councils, on communication and education particularly around school zones, with at least one school in Cambridge adopting an anti-idling banner.

- Progress 16/03/23: Councillor Gilderdale advised she would speak with Joel Carre with the suggestion of signage, highlighting the suggestion of the school children competition.
- Progress 15/06/23: Police is currently the only authority with anti-idling enforcement powers, but it does not see this as a priority and will only enforce when witness a blatant traffic offence.

County Council currently has no legal powers to enforce against idling. To secure such powers, the County would need to apply to the Secretary of State for Transport

Any anti-idling signage in the public highway would need to be approved by the County (as Highway Authority). County currently don't have an approved anti idling Highway sign

Officers query the value/ impact of investing in developing anti-idling Highway signage for general use. However, officers would support use of such signage in school zone locations, where there is a clearly defined target audience and means of engagement, via the school.

To justify the use of such signage, officers would need to investigate and establish that a significant problem exists and secure approval of any resulting Highway sign design. This would require officer time and budget, which officers would find difficult to justify, given current workload priorities and the small consequential benefit to wider air quality.

- That said, City would be willing to publicise the issue of idling in Cambridge Matters and highlight a few key locations where it has been identified as an issue and advice on switching off engines.
- The area already has double yellow lines; and or resident only parking restrictions and so the primary enforcement for breaches on parking restrictions should be through County's Parking Enforcement service.
- The Head of Environmental Services agreed to supply the Committee with details on what is required to apply for the Secretary of State for Transport to secure enforcement powers against idling.

3. Minute reference: 22/21/WAC Update on City Centre Recovery

- Action: Head of Environmental Services to explore the potential for CCTV camera provision at the junction of Burleigh Street and East Road.
- Progress 16/03/23: Head of Environmental Services has asked the Council's CCTV and Community Safety service managers to consider the request. Both managers support the value of a CCTV camera at the location and have confirmed a pan/ tilt/ zoom camera supply and installation cost of c£12,000. They are now exploring potential funding sources; and/ or the opportunity to redeploy an existing public space CCTV camera from elsewhere in the city, where it may no longer be providing any real community safety management value, ie. it is a low crime/ ASB area.
- Progress 15/06/23: Officers explored procuring a (PTZ) (pan; tilt; zoom) CCTV camera for the East Road and Burleigh Street junction. Each PTZ camera costs c£8-12k to supply and install. With no available budget to meet these costs, officers have been unable to proceed with procuring a camera.

The Council had recently invested over £600,000 upgrading the public space cameras across the city (100aprx) with a new digital network to support this.

To ensure City is maximising the value/ return on investment of its existing public space CCTV camera network (200+ cameras),

officers were undertaking a review of all the public space camera locations against ASB/ crime evidence to determine whether, or not, there are any locations, where existing cameras are no longer needed; and so can be re-located to other locations of need; and new locations where cameras are needed. If unable to relocate cameras, then results of review will be used to support a capital funding bid to cover the supply and installation of additional public space cameras.

Sergeant Misik confirmed that under the cycle crime initiative new PTZ cameras had been installed on Burleigh Street for the bike parks, offering additional coverage along Burleigh and Fitzroy Street. The Police would liaise with the City Council to confirm locations of the new cameras so that information could be shared where possible.

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4. Minute reference: 23/8/WAC Open Forum Q1

Action: Councillor Gilderdale to speak with Officers regarding the improvements to Jesus Green and how this can be brought forward working with external groups.

- Progress 15/06/23: Officers would explore with Executive Councillor support for budget bid to be put forward for consideration in the BSR for 2024/25 to support design development/ planning work. This would then feed into the procurement for a new operator for the Lido from March 2026.

Councillor Porrer to contact stake holder and ward councillors regarding the improvements to Jesus Green

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5. Minute reference: 23/14/WAC Open Forum Q1 (Barton Greenway)

Action: Councillor Porrer to raise with GCP officers the concerns raised, along with the YouTube recording of this debate, to encourage an immediate meeting with relevant ward councillors and members of the public.

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6. 23/14/WAC Open Forum Q4 (Hyde Park Corner Junction / Parkers Piece)

Action: Councillor Porrer to send the public question to the relevant County Council Officers for information and advise of her and Councillor Martinelli's support for box junction – hills road / parkers piece.