

## SCRUTINY COMMISSION FOR RURAL COMMUNITIES

MONDAY 23 NOVEMBER 2009

7.00 PM

Cedar Centre Hall - Cedar Centre, Castor

### AGENDA

Page No

#### SPEAKING SCHEME

Members of the public can ask questions to the presenting officers. To do this, please email the question to [Alexander.daynes@peterborough.gov.uk](mailto:Alexander.daynes@peterborough.gov.uk) at least three working days before the meeting so that the Chairman is aware of your request.

1. **Apologies for Absence**

2. **Declaration of Interest**

*At this point Members must declare whether they have an interest, whether personal or prejudicial, in any of the items on the agenda. Members must also declare if they are subject to their party group whip in relation to any items under consideration.*

3. **Minutes of the Previous Meeting**

1 - 4

*To approve the minutes of the meeting held on 5 October 2009.*

4. **Response to recommendations**

5 - 14

#### OPERATIONAL ITEMS

5. **Fly Tipping**

15 - 20

*To consider the issue of fly-tipping in the rural area and scrutinise the Council's response to and actions to combat it.*

6. **Cycle Routes**

21 - 38

*To scrutinise council policy on the provision of cycling in rural Peterborough.*

#### STRATEGIC ITEMS

7. **Rail Links**

39 - 42

*Scrutinise the Council's approach to Rail travel provision in Rural Peterborough.*

- 8. School Admissions in rural areas** **43 - 46**  
*Scrutinise the Council's provision of school places for rural communities.*
- 9. Forward Plan** **47 - 48**  
*To receive and review the latest Forward Plan.*
- 10. Work Program** **49 - 50**  
*Review and comment on the current work programme.*
- 11. Date of the next Meeting**  
*The next meeting is scheduled for 25 January 2009.*

Committee Members:

Councillors: D Over (Chairman), G Nawaz (Vice-Chairman), M Collins, R Dobbs, D Harrington, B Rush and W Trueman

Substitutes: Councillors: L Gilbert, J A Fox and D Fower

Further information about this meeting can be obtained from Alex Daynes on telephone 01733 452447 or by email – [alexander.daynes@peteborough.gov.uk](mailto:alexander.daynes@peteborough.gov.uk)

# Public Document Pack



Minutes of a meeting of the Scrutiny Commission for Rural Communities held at the The Hall  
- Bedford Hall  
on 5 October 2009

## MEMBERS PRESENT:

Councillors D Over (Chairman), M Collins, R Dobbs, D Harrington and B Rush

## OFFICERS PRESENT:

Ruth Lea, Lawyer - Growth Team  
Alex Daynes, Senior Governance Officer  
Mike Heath, Commercial Services Director  
Nick Goodman, Environment Capital Officer  
Matthew Hogan, Acting Housing Strategy and Enabling Officer  
Peter Tebb, Traffic Manager  
Teresa Wood, Group Manager - Accessibility and Travel  
Cathy Summers, Team Manager - Passenger Transport Contracts and Planning

### 1. **Apologies for Absence**

Apologies were received from Cllr Nawaz and Cllr Trueman.

### 2. **Declaration of Interest**

None.

### 3. **Minutes of the Previous Meeting**

The minutes of the meeting held on 27 July 2009 were approved as a true and accurate record.

### 4. **Responses to Recommendations made by the Commission**

The responses to the recommendations from the meeting held on 27 July 2009 were noted and accepted.

### 5. **Signposting**

The commission received a report informing it of the issues relating to the use of traditional style direction signs (finger posts) in the rural areas of Peterborough rather than the current 'aluminium plate' type signs. The commission was requested to recommend that the use of traditional signs is implemented where supported and where appropriate.

The commission was advised that following government regulations, the traditional signs (black with white lettering) could not be used for directions on A or B class road junctions.

Questions were asked and responses given including:

- Signs advertising village amenities must be on reflective backed signs if placed on A or B class roads.
- It is technically very difficult to make the traditional signs effectively reflective.
- Signs with blue borders are no longer being used and will eventually be removed.
- A conventional sign would cost around £200-300 to replace. A traditional sign would cost maybe 50% more.
- Old signs could be replaced with traditional signs where they are in need of replacing through wear and tear.

The representative from the Campaign to Protect Rural England (CPRE) advised the commission on the general approach the CPRE took to signs in rural areas. The CPRE considered signing as a whole should be reviewed as in many places there were too many signs.

## **ACTIONS**

The commission recommended that traditional signs were used where appropriate and where necessary in the rural areas of Peterborough.

## **6. Traffic Mitigation**

The commission received a report concerning speed limits on rural roads, outside schools and also casualty data for rural areas. The commission was requested to wait for the release of the Government's new 10 year Road Safety Strategy and guidance for future Road Safety Strategy at a local level before making recommendations for reduction in speed limits as the national consultation may yield to a blanket reduction on rural roads from 60mph – 50mph; not pursue further speed limit reductions outside primary schools as this is currently not a priority in terms of casualty reduction; recommend that officers continue to review casualty data and investigate requests received for casualty reduction measures in rural areas; and to recommend officers continue to implement appropriate measures which may include reduction in speed limits as and when required and resources be directed to areas which will have the greatest impact in achieving target NI47 - reduction in the number of people killed or seriously injured on Peterborough roads.

The commission was advised that due to the replacements of signs and road marking any change to the speed limits would be costly. The commission were further advised that the large majority of accidents occur in the urban areas of Peterborough and rural car accidents were only a small percentage of Peterborough's total. No figures were available for accidents caused at 50 mph as speed limits were currently applied at 60mph on rural roads. Further to this, some roads were unsuitable for traffic calming measures due to being narrow and winding or are used by farm vehicles and other heavy loads.

Questions were asked and responses given including:

- 17-25 year old males have been predominantly targeted in campaigns to reduce accidents.
- Additional campaign funds are available from the Highways Agency and we do bid for this.
- It would cost up to £90 to affix a new sign to an existing sign post.
- There is little justification for a reduction to 20mph outside schools.
- The number of children taken to school by car also needs to be addressed.
- Problem areas needed to be tackled to reduce accidents not just favoured sites.

The representative from the CPRE advised that the CPRE had provided its own response to the government consultation. The CPRE felt that more work should be done to encourage

other means of travel in order to reduce car journeys and raised the issue of a Road Hierarchy i.e. Main Roads for larger vehicles, Village Roads for smaller vehicles and Small or Quiet Lanes.

The committee discussed the issues raised and agreed the following:

#### **ACTIONS:**

1. To receive a report in one year's time on the outcome of the government's Road Safety Strategy and guidance for future Road Safety Strategy at a local level.
2. Recommends that the Traffic Manager implement a 20mph speed limit outside every rural Primary School.
3. Recommend that the Environment Capital Scrutiny Committee considers recommending a reduction in speed limit outside urban schools.
4. Recommend officers continue to review casualty data and investigate requests received for casualty reduction measures in rural areas.
5. Recommends officers continue to implement appropriate measures which may include reduction in speed limits as and when required.

### **7. Bus Routes - Review for Rural Communities**

The commission received a report about the proposed Bus Service Review and its affects on bus services for rural areas in order to consult and provide comments on the proposals.

Written questions by members of the public would be responded to after the meeting by the lead officer.

Questions were raised and responses given including:

- The dial-a-ride scheme would be trialled in one area and therefore, only one vehicle was needed.
- The dial-a-ride would initially be provided from 7am to 7pm.
- In some rural areas there is currently no late evening bus service to measure demand that dial-a-ride would cover.
- The call centre in Lincolnshire would be used for the initial trials.
- The review could realise a saving of £130,000 a year.
- Disabled parking criteria could be used to measure the need for the Call Connect Plus service.
- Further information on cost savings relating to loss of drivers can be provided.

#### **ACTIONS**

1. A report be submitted to the commission following the roll out of the scheme.
2. The report author considers a third option of "Peterborough Only" in paragraph 5.2 of the report.
3. The Commission supports the principles of the review.

### **8. Rural Housing Strategy**

The commission received a report outlining the scope, purpose and objectives of the emerging Rural Housing Strategy. The commission was requested to give comment and feedback, support the principles and consider how it could support the strategy.

The Rural Housing Strategy sought to address three main priorities; Affordable Housing, Renewable Energy and Fuel Poverty and In Keeping Design. The commission was advised that some of this work had already started.

Questions were asked and responses given including:

- The Housing and Regeneration Act 2008 would stop shared ownership houses being sold into the private sector market.
- Villages cannot 'make demands', but if a need for affordable housing is proven then it may be possible to develop land within the locality for the purposes of affordable housing, subject to planning consent.
- A new officer in Opportunity Peterborough was taking up a position to economic development in Peterborough that could include rural areas.

**ACTION AGREED:**

1. The commission supports the principles of the Rural Housing Strategy.
2. Receive a future report on progress of the strategy.

**9. Forward Plan**

The commission received the latest version of the Forward Plan and was asked to identify any items that the committee wished to consider at a future meeting.

No items were identified for further scrutiny.

**10. Work Program**

The commission reviewed the current work programme. The commission requested that the introduction and initial success of the Bus Service Review be scrutinised at a future meeting.

**11. Date of the next Meeting**

The date of the next meeting to be 23 November 2009.

CHAIRMAN  
7.00 - 9.00 pm

<b>SCRUTINY COMMISSION FOR RURAL COMMUNITIES</b>	<b>Agenda Item No. 4</b>
<b>23 NOVEMBER 2009</b>	<b>Public Report</b>

## **Report of the Solicitor to the Council**

**Report Author – Alex Daynes, Senior Governance Officer**

**Contact Details – (01733) 452447 or email [Alexander.daynes@peterborough.gov.uk](mailto:Alexander.daynes@peterborough.gov.uk)**

### **RESPONSE TO RECOMMENDATIONS MADE BY THE COMMISSION**

#### **1. PURPOSE**

- 1.1 The purpose of this report is to inform the Commission of the responses to recommendations made at previous meetings.

#### **2. RECOMMENDATIONS**

- 2.1 That the Commission consider the responses to the recommendations made and agree if, and how, the implementation of the recommendations will be monitored.

#### **3. BACKGROUND**

- 3.1 During the Commission's meeting on 5 October 2009, a number of recommendations were made following consideration of reports on Signposting, Traffic Mitigation and the Bus Service Review.

- 3.2 The recommendations were subsequently submitted to the Traffic Manager, Scrutiny Manager and the Group Manager - Transport & Sustainable Environment with a request that responses were received by the 9 November 2009.

- 3.3 A copy of the recommendations made and the responses are attached at Appendix 1.

- 3.4 Following the meeting of 27 July, a further response has been submitted from the Cabinet Member for Regional and Business Engagement concerning the support given to Rural businesses:

"Businesses in the rural community have access to various reliefs for business rates and attached is a summary of the options available. You will also note that these businesses have access to a Rural scheme which is not available to all businesses across Peterborough.

In the circumstances I do not believe that there is a case to provide further funding in the council's budget. I am however happy to keep this position under review".

- 3.5 Supporting documents are attached as appendix 2 and 3 to this report.

#### **4. KEY ISSUES**

- 4.1 The Committee is asked to consider the responses and agree if, and how, the implementation of the recommendations will be monitored.

#### **5. IMPLICATIONS**

- 5.1 Any implications are contained within the individual responses to the recommendations.

#### **6. BACKGROUND DOCUMENTS**

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

Minutes of the meeting of the Scrutiny Commission for Rural Communities held on 5 October 2009

## **7. APPENDICES**

Appendix 1 – Recommendations and Responses Received.

Appendix 2 – Strategy to Assist Rural Businesses

Appendix 3 – Rural Settlement Relief



**SCRUTINY COMMISSION FOR RURAL COMMUNITIES  
05 OCTOBER 2009**

**Recommendations to the Cabinet Member for Neighbourhood, Housing and Community Development and the Commercial Services Director**

Item	Recommendations	Response to Recommendations by 9 November 2009
Signposting	The commission recommended that traditional signs were used where appropriate and where necessary in the rural areas of Peterborough.	The recommendation is acknowledged and such signs will be used as appropriate within the rural areas as necessary.
Traffic Mitigation	To receive a report in one year's time on the outcome of the government's Road Safety Strategy and guidance for future Road Safety Strategy at a local level.	The request for the report is acknowledged and will be actioned accordingly.
	Recommends that the Traffic Manager implement a 20mph speed limit outside every rural Primary School.	The recommendation is acknowledged. Given the presentation at the meeting by the CPRE, it should be noted that such measures would increase the amount of signage on the highway. Officers are currently awaiting the publication of the Government's Road Safety Strategy to 2020 which may contain revised guidance on the reduction in speed limits. This would then be used to inform future years program of works subject to available funding.
	Recommends that the Environment Capital Scrutiny Committee considers recommending a reduction in speed limit outside urban schools.	An agenda item on Road Safety is on the agenda of the Strong and Supportive Communities Scrutiny Committee for 21 January 2010 (and see previous).

	<p>Recommends officers continue to review casualty data and investigate requests received for casualty reduction measures in rural areas.</p>	<p>Such works is ongoing and informs the safety schemes delivered through the Local Transport Plan and the Council's Capital Programme.</p>
	<p>Recommends officers continue to implement appropriate measures which may include reduction in speed limits as and when required.</p>	<p>Works to implement appropriate safety measures are ongoing. Officers are currently awaiting the publication of the Government's Road Safety Strategy to 2020 which may contain revised guidance on reduction in speed limits.</p>
<p>Bus Service Review</p>	<p>The report author considers a third option of "Peterborough Only" in paragraph 5.2 of the report.</p>	<p>Given the close proximity of the villages to the north of the rural areas many villagers travel to Stamford for their vital services, ie doctors, dentists, affordable food shops. There is no evidence from our consultations that a Peterborough only service would meet the requirements of the residents of these villages.</p>

## Strategy to assist Rural Businesses

### Ways of alleviating the burden of Business Rates.

Local authorities collect Business Rate on behalf of central government; all business rates collected are paid into a central pool with local authorities paid a proportion of the total “pooled” amount based on a prescribed formula.

A business rate bill is based on the rateable value (RV) which is determined by the Valuation Office Agency and the multiplier which is set by central government. The local council then works out the Business Rates due to be paid by multiplying the rateable value of the property by the multiplier and taking into account any reliefs or exemptions to which the business ratepayer may be entitled.

Local authorities can grant relief to some organisations that meet certain prescribed criteria. The circumstances and outline criteria are shown below. It should be noted that the reliefs are not given automatically in all cases ratepayers must complete and submit an application to the local authority for consideration.

### Small Business Rate relief

Small Business Rates Relief was introduced to provide some limited relief to ratepayers that occupy a single property in England with a rateable value up to £15,000. A ratepayer occupying more than one property can still qualify for relief providing the rateable value of the additional properties is less than £2,500.

The relief is as follows:

- For properties with a rateable value of less than £5,000 a 50% reduction is given.
- Properties with a rateable value between £5,000 and £9,999 relief is given on a decreasing sliding scale.
- For properties with a rateable value between £10,000 and £15,000 the rate bill is calculated using the small business rate multiplier which for 2009/10 is XX less than the full multiplier.

There is no cost to the local authority for this relief.

### Rural Settlement Relief.

Business rates legislation provides for 50% mandatory relief to be given to business rate payers if they occupy specified types of property situated within a qualifying rural settlement. A qualifying rural settlement must have a population of no more than 3,000 and will usually be a small village or a hamlet. Peterborough City Council have 26 designated Rural Settlement areas.

The additional qualifying criteria are as follows:

- A post office or general store used as such that is the only post office or general store in the rural settlement and the rateable value is no more than £7,000.
- A petrol filling station or public house used as such that is the only petrol station or public house in the rural settlement and the rateable value is no more than £10,500.
- A village shop selling mainly food (excluding confectionery sales and catering establishments such as restaurants, tea rooms and take-aways) where the rateable value is no more than £7,000.

A Council may also grant up to 50% Discretionary Relief in respect of any property which qualifies for 50% Mandatory Relief and up to 100% Discretionary Relief to any rural business provided that it meets all the following criteria:-

- The property is located in a qualifying Rural Settlement.
- The Rateable Value of the property does not exceed £14,000
- The property is occupied by a business that benefits the local community
- It is reasonable for the Council to grant relief having regard to the interests of persons liable to pay the Council Tax set by it.

The cost to the local authority is as follows:

- Mandatory relief           no cost
- Discretionary relief       25% of any relief granted

**Relief for Charitable and Not for Profit Organisations.**

Where the ratepayer of a property is a charity and the property is wholly or mainly used for charitable purposes 80% mandatory relief is given.

The Business Rate legislation also provides for local authorities to grant discretionary rate relief of up to 100% of the rates payable providing the ratepayer is:

- A charity and the property is wholly or mainly used for charitable purposes.
- All or part of the property is occupied by an organisation not established or conducted for profit and whose main objectives are charitable or philanthropic or religious or concerned with education, social welfare, science, literature or the arts.
- The property is wholly or mainly used for purposes of recreation, and occupied by a club, society or other organisation not established or conducted for profit.

The majority of rate relief applications that are received fall into this category. Each application for discretionary relief is dealt with on an individual basis and reviewed against certain criteria which look at a variety of aspects including the benefit of the organisation to the residents of PCC, the financial standing of the organisation and in the case of clubs and other similar organisations whether the membership is drawn mainly from the residents of Peterborough CC area, that no groups are excluded from membership and that any membership fees are set at a reasonable level that does not deter membership.

The cost to the authority is:

- Mandatory relief - 25% of relief granted
- Discretionary relief where this is additional to mandatory relief - 75% of relief
- Discretionary relief only - 25% of relief

### **Relief on the grounds of hardship.**

Under business rate legislation the local authority is given discretionary powers to reduce or remit the amount a ratepayer is required to pay in respect of either an occupied or unoccupied hereditament where the authority is satisfied that:

- The ratepayer would sustain hardship and;
- It is reasonable for the authority to do so having regard to the interests of the persons subject to council tax in its area.

Unfortunately there is no statutory definition of hardship and therefore the individual authority must arrive at its own decision in relation to any application. Guidance was provided by the Government as to the considerations that authorities might apply when exercising their discretion in determining applications for hardship relief and applications received by PCC for relief on these grounds are assessed using these criteria.

The cost to the authority is 25% of relief granted.

### **Rate Deferral Scheme**

In April 2009, the government announced a relief package to help firms with their business rates, and the measures came into effect on 31 July 2009.

The scheme allows businesses to spread the payment of increases in their 2009/10 bill over three years. Up to three per cent of the 2009/2010 bill can be deferred interest-free, as long as at least that amount is still outstanding.

If a business has less than three per cent left to pay, they can postpone paying the remaining balance. If the whole bill has been paid, deferment will not be possible. Half the amount deferred will be added to the business rate bill for 2010/11 and the remainder will be added to the balance for 2011/12.

In addition businesses that have experienced an increase in their bill due to the ending of the transitional relief scheme on 31 March 2009 may also be able to defer up to 60 per cent of this increase.

Applications for deferral can be made up to 31 March 2010.

## Peterborough City Council - Rural Settlement List

<u>Settlement</u>	<u>Population</u>	<u>Settlement</u>	<u>Population</u>
Ailsworth	440	Newborough	1300
Ashton*	(a)	Northborough	1260
Bainton*	260	Peakirk	330
Barnack*	880	Pilsgate*	(d)
Borough Fen	140	Southorpe	140
Castle End*	(b)	St Martins Without	20
Castor	800	Sutton	120
Deeping Gate*	470	Thorney	2220
Etton	150	Thornhaugh	210
Eye*	(c) est. 2870	Ufford	230
Eye Green*	(c) est. 460	Upton	90
Ginton	1650	Wansford	450
Helpston	750	Wittering	2330
Marholm	170	Wothorpe	210
Maxey*	640		

(a) Included in Bainton total.

(b) Included in Maxey and Deeping Gate totals

(c) Eye Green population is estimated at 460.

(d) Included in Barnack total

### Boundaries of Settlements within the Rural Settlement List for Peterborough City Council

The area of each of the Rural Settlements is that within the existing Parish boundaries except in the case of those settlements marked in the list with an asterisk (\*). The proposed area and boundaries for these settlements are set out below:-

	<b>Settlement</b>	<b>Boundary Description</b>
1.	Ashton	The village envelope of Ashton as set out in Peterborough Local Plan.
2.	Bainton	The area within the existing Parish boundary of Bainton less the area ascribed to Ashton in (1) above.
3.	Pilsgate	The village envelope of Pilsgate as set out in Peterborough Local Plan.
4.	Barnack	The area within the existing Parish boundary of Barnack less the area ascribed to Pilsgate in (3) above.
5.	Castle End	The village envelope of Castle End as set out in Peterborough Local Plan
6.	Maxey	The area within the existing Parish boundary of Maxey less the area ascribed to Castle End in (5) above.
7.	Deeping Gate	The area within the existing Parish boundary of Deeping Gate less the area ascribed to Castle End in (5) above.
8.	Eye Green	The village envelope of Eye Green as set out in Peterborough Local Plan
9.	Eye	The area within the existing Parish boundary of Eye less the area ascribed to Eye Green in (5) above.

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<b>SCRUTINY COMMISSION FOR RURAL COMMUNITIES</b>	<b>Agenda Item No. 5</b>
<b>23 NOVEMBER 2009</b>	<b>Public Report</b>

## **Report of the Interim Neighbourhood Manager for Northern**

**Report Author – Alison Ivatt**  
**Contact Details – 01733 453592**

### **RURAL FLY TIPPING**

#### **1. PURPOSE**

To advise the Scrutiny Commission for Rural Communities of the impact of fly tipping and the Council's actions to tackle it within the rural areas of Peterborough and allow opportunity for these actions to be scrutinised.

#### **2. RECOMMENDATIONS**

The Scrutiny Commission is requested to:

1. Scrutinise the methods the councils has adopted in tackling fly tipping
2. Recommend continuation of enforcement actions and
3. Provide recommendations for other methods or approaches which may improve the situation
4. Recommend more efficient and effective ways to ensure a greater impact is had.

#### **3. BACKGROUND**

- 3.1 Fly tipping in the rural areas of Peterborough continues to present the rural communities and relevant landowners concerns of their localities being blighted by discarded waste and landowners incurring costs for the removal and disposal of fly tipped items.
- 3.2 Fly tipping is the 'illegal deposit of any waste on to land, private or public areas, that has no licence to accept waste.' It is an offence under the Environmental Protection Act 1990 to fly tip any material. Conviction could lead to a heavy fine.
- 3.3 Fly tipped Waste can include: general household waste, larger domestic items including fridges and mattresses; garden refuse; and commercial waste such as builders' rubble and tyres. Such waste can occur in any quantities at any time in any location.
- 3.4 Although in Peterborough there are ample facilities for removal of waste and unwanted goods and materials sometimes people choose not to use these facilities and dump their waste indiscriminately. This may be down to ignorance, laziness or financial hardship.
- 3.5 Statistics for fly tipping in rural areas are unreliable to outline a true picture of the levels of rural fly tipping as often land owners do not report due to the constant amount they suffer. This is mainly due to the vulnerable nature of the rural localities; there is also limited information on the frequency and hotspots of flytipping in these areas. Peterborough City Council does not have statistics that relate to rural flytipping but hold general data on fly tipping across peterborough on public land and also waste management issues (accumulations) on private land.
- 3.6 National indicator NI196 provides statistics for fly tipping on public land only and this is monitored by the national database called 'Fly Capture'. Flycapture is a web-based, fly-tipping database for England and Wales which will help local authorities and the Environment Agency tackle fly-tipping. It is one of a number of measures to combat fly-tipping which have been introduced to meet the requirements of the Anti-Social Behaviour Act 2003. The Anti-Social Behaviour Act

2003 gave local authorities the power to search and seize any vehicle involved in a fly-tipping incident, making it easier to track down those responsible.

- 3.7 Managed on behalf of the Department for the Environment Food and Rural Affairs (Defra), by the Environment Agency, Flycapture provides much more than just a database - it is a strategic tool that helps authorities improve intelligence on fly-tipping and focus resources on fly-tip hot spots.
- 3.8 Peterborough has experienced an increase in fly tipping in general over the past year and this has not gone unrecognised. There has been a close liaison between departments to identify reasons for this increase and a 'workshop' action group set up.
- 3.9 The council spends about £320,183 a year clearing and disposing of fly tipped waste on areas it maintains. This includes costs for landfill gate fee, landfill tax, collection costs, haulage costs, employees and vehicle maintenance.

#### **4. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT**

- 4.1 Within the Sustainable Community Strategy and the Local Area Agreement it sets out the priority of making Peterborough the UK's Environment Capital, by making the city and surrounding rural areas cleaner and greener (Priority EC04). The national indicator NI 196 allows us to monitor the level of 'improved street and environmental cleanliness, fly tipping.'
- 4.2 The Council have stated one of its own corporate priorities is to plan and deliver a safe, attractive and environmentally friendly city. This will help to deliver the vision from the Community Strategy to improve the quality of life of all Peterborough's people and communities.

#### **5. ACTIONS AND SUCCESSES**

- 5.1 Since 2006 Enforcement of offences such as fly tipping has been greatly improved. Officers are now working in compliance to the relevant policies and acts necessary. Identification of offenders responsible for waste management offences has increased and enforcement actions have also increased. On lower level offences local authority cautions are being utilised and where evidence permits we have had successful prosecutions through the Magistrates court.
- 5.2 The fly tipping offence itself requires strong direct evidence to enable a prosecution; such as evidence identifying a person placing the waste at the location, such as CCTV footage, a witness to the event or the perpetrator admits to the offence themselves. Our biggest achievement to date has been a successful covert surveillance operation at a fly tipping hot spot at Norwood Lane which resulted in a caution for one offender and conviction for two others. Unfortunately due to the nature of the surveillance and the lack of resources at the council to carry out this task it did result in a cost of £10,636 to the local authority, some of which we recovered through our successful prosecution.
- 5.3 Peterborough City Council Officers have participated in multi-agency 'Stop and Search' days to target rogue traders who were transporting waste materials and likely to fly tip.
- 5.4 We are constantly delivering a rolling education programme to the public in various formats, to schools, residents and landlords, to highlight their duty of care responsibilities for waste management and have recently started a similar programme to businesses within the Peterborough boundaries.
- 5.5 Due to the change in the councils status on NI 196 performance level, on 17<sup>th</sup> November 2009 there has been a meeting with the workshop group set up to look at options to reduce the fly tipping across Peterborough and actions set to move enforcement forward.

#### **6. CONSULTATION**

- 6.1 LOCALLY- Peterborough City Council and GPP officers have established a workshop forum to

discuss options for ways to reduce fly tipping, improving recycling and reducing the amount of waste going to land fill.

6.2 COUNTY - We are in partnership with other Local Authorities under the group Recycling in Cambridgeshire and Peterborough (RECAP) which is looking at countywide methods of prevention, intervention and enforcement of environmental offences such as fly tipping.

6.3 NATIONALLY - We are a member of 'Keep Britain Tidy' who offer guidance and advice in Prevention, Intervention and Enforcement for environmental offences as well as involvement in national campaigns.

6.4 All of which provides the ability to maintain a balance in our enforcement actions with providing education; whilst sharing best practises.

## **7. KEY ISSUES**

7.1 Fly tipping constantly blights rural Communities. Peterborough has a transient population and a multi cultural population which brings with it additional problems of constant education, interpretation costs and cultural trends. These demographics have a cost/resource implication that needs to be taken into consideration.

7.2 Peterborough City Council has achieved good performance in maintaining a high level of clearing waste within a specified time period. This has resulted in a trend of some residents' fly tipping their waste and relying on Peterborough City Council to clear such waste. In essence these residents are using the Fly Tipping clearance agenda as a second waste collection option.

7.3 Strong enforcement of this offence relies on best evidence being found. Reluctance of residents to report incidents and/or provide witness evidence coupled with the high level of resources being required to perform surveillance operations seriously reduces enforcement options available. Outsourcing resources to cover this task comes at a high cost.

## **8. NEXT STEPS**

8.1 Any recommendations form the Commission to be taken to the Cabinet Member and officer workshop group for action.

8.2 The workshop group will move forward to take the following steps: -

- Increase education to householders, landlords and businesses, taking into account Peterborough's multi cultural society and transient population.
- Identify hotspots and provide prevention and intervention methods to reduce the re occurrence in the future.
- Utilise all powers and enforcement actions on perpetrators identified.

8.3 Through the new Neighbourhood Management approach we will encourage the communities within these areas to assist in the prevention and intervention of fly tipping offences.

8.4 An education package to be presented to Magistrates is being devised by RECAP to assist in outlining the severity of environmental crime to encourage the awarding of heavier penalties on offenders to deter repeat offences.

## **9. BACKGROUND DOCUMENTS**

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

Local Area Agreement - NI196

## **10. APPENDICES**

1. Fly capture statistics 2008-2009 (Fly tipping on public land).

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## APPENDIX 1

### Authority Name: Peterborough City Council

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Period 1	Month:	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09
	single black bag:	3	10	8	2	2	5	5	6	6	6	8	9
	single item:	78	71	124	84	58	61	118	122	115	159	157	155
	car boot load or less:	140	109	218	153	153	261	210	244	308	314	190	232
	small van load:	256	154	229	219	160	166	159	173	295	381	272	365
	transit van load:	117	62	90	67	78	87	64	78	89	108	99	138
	tipper lorry load:	3	1	6	5	5	0	2	2	3	3	1	5
	significant multiple loads:	0	0	0	0	0	0	0	0	0	0	0	3
		597	407	675	530	456	580	558	625	816	971	727	907
	investigation:	156	88	97	74	94	87	108	106	92	116	104	110
	warning letter:	18	12	16	15	10	10	32	25	17	28	32	31
	statutory notice:	0	0	0	0	0	0	0	0	0	0	0	0
	fixed penalty notice:	6	1	6	8	0	1	1	7	7	0	6	1
	duty of care inspection:	26	32	21	39	44	32	27	35	28	9	16	16
	stop and search:	0	0	5	8	3	5	0	3	0	0	0	0
	vehicle seizure	0	0	0	0	0	0	0	0	0	0	0	0
	formal caution:	0	0	0	2	0	1	0	0	0	2	0	1
	prosecution	0	0	0	0	0	0	0	1	0	0	0	0
	injunction:	0	0	0	0	0	0	0	0	0	0	0	0

Period 2	Month:	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10
	single black bag:	9	8	6	10	8	15						
	single item:	180	134	151	139	111	138						
	car boot load or less:	169	139	199	122	116	167						
	small van load:	342	244	264	217	206	251						
	transit van load:	144	150	132	144	143	118						
	tipper lorry load:	3	3	5	3	2	2						
	significant multiple loads:	2	0	1	0	5	0						
		849	678	758	635	591	691	0	0	0	0	0	0
	investigation:	156	104	168	319	275	280						
	warning letter:	18	14	18	11	16	32						
	statutory notice:	0	0	0	0	0	0						
	fixed penalty notice:	6	11	7	0	0	8						
	duty of care inspection:	31	24	16	10	22	27						
	stop and search:	1	4	1	0	0	0						
	vehicle seizure	0	0	0	0	0	0						
	formal caution:	0	0	1	0	0	3						
	prosecution	0	0	0	2	0	1						
	injunction:	0	0	0	0	0	0	0	0	0	0	0	0
		212	157	211	342	313	351	0	0	0	0	0	0

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<b>SCRUTINY COMMISSION FOR RURAL COMMUNITIES</b>	<b>Agenda Item No. 6</b>
<b>23 NOVEMBER 2009</b>	<b>Public Report</b>

## Report of the Executive Director of Operations

**Report Author** – Nicola Francis, Travelchoice Team Manager

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### PROVISION OF CYCLING OPPORTUNITIES IN THE RURAL AREAS

#### 1. PURPOSE

To enable the Commission to scrutinise the Council's actions to provide cycling opportunities to rural areas including opportunities to encourage cycling between villages and to schools, improve cycleways, cycle stands and options for re-charging points for electric bikes etc.

#### 2. RECOMMENDATIONS

1. To scrutinise the options provided by Travelchoice for cycling.
2. Recommend Travelchoice develop an action plan for rural areas.
3. Recommend Travelchoice collate ideas for larger infrastructure improvements (e.g. route enhancements etc) and provide to Transportation and Development for inclusion in Long Term Transport Strategy.
4. A further report on the wider Travelchoice project results to be provided in January 2010.

#### 3. BACKGROUND

- 3.1 In 2004, the Council successfully applied for £3.24m revenue funding from the Department for Transport (DfT) and Peterborough became one of three Sustainable Travel Demonstration Towns. The remit was to deliver a package of Smarter Choices measures to encourage greater use of walking, cycling, public transport and car sharing in Peterborough. Smarter Choices measures centre around providing information, incentives and confidence to people to encourage use of sustainable transport rather than large scale infrastructure improvements. However a capital Local Transport Plan programme ran alongside the revenue project to ensure that once we had encouraged people to change their mode of travel they had a good experience in doing so. The DfT funding was specifically aimed at the urban area of Peterborough as this was deemed to have the biggest potential for change.
- 3.2 Prior to the project launch, a baseline behavioural survey was undertaken to determine current mode choices, opinions, perceptions and the potential for change. In late 2008, the same in depth survey was repeated to determine the change. Over the 4 year period, a 9% reduction in car trips per person was noted (with subsequent increases in walking, cycling and public transport). The full results can be viewed online at [www.travelchoice.org.uk](http://www.travelchoice.org.uk).
- 3.3 The DfT has a team of experts and statisticians working to compile a report summarising all three Sustainable Travel Demonstration Towns and comparing the behavioural data to actual counts (e.g. traffic counts, screen line data etc) to determine if the two correspond. Early indications show they do. It is expected this report (due to be published in mid November) will showcase the work carried out in Peterborough, for other local authorities to learn from. As it is a technical report, lessons from Peterborough will also be used to inform future national transport policy.
- 3.4 Finally, a report summarising the project carried out in Peterborough, including successes and lessons learnt is currently being completed and will be provided to Members in January.

- 3.5 Following the end of the project in March 2009, Travelchoice was mainstreamed into core Council business and as a result Travelchoice now includes the whole of the unitary boundary, including rural areas and villages.
- 3.6 It should be noted that whilst car use in the urban areas decreased, over the same period car use in rural areas increased. It is therefore an objective for Travelchoice to look at how we can address this.
- 3.7 **What is already in place in rural areas to encourage cycling?**
- Good going pledge and reward scheme offering discounts at cycle shops
  - School travel plan support and grants - Newborough has recently experienced an increase in cycling from 1% to 7% from 2008-2009.
  - Peterborough Cycle Map
  - Adult cycle training (first lesson free)
  - Series of seven rural cycle guides
  - Cycle buddy scheme
  - Inner Tube cycling e-newsletter
  - Interchange posters provide information about walking/cycling routes (due to be put up at Castor, Ailsworth and Glinton bus stops).

**How can these be expanded?**

- Please see attached list of ideas and presentation given at the Rural Working Group

**4. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT**

- Peterborough's Environment Capital aspirations
  - NI 175 Access to services and facilities using public transport, walking and cycling
  - NI 198 Sustainable modes of travel to school
- NI2 percentage of people who feel they belong to their neighbourhood
- NI167 Congestion: average journey time during the morning peak
- NI186 Per Capital CO<sub>2</sub> emissions
- SSC04a % of people who agree Peterborough is a good place to live, work and play
- Health agenda
  - Active travel contributes to reducing obesity and general health and wellbeing

**5. CONSULTATION/KEY ISSUES**

- Following the Rural Working Group meeting on 30 September 2009, a list of possible ideas has been circulated to members along with a request for further ideas. These ideas will be collated and prioritised by the Travelchoice Team with other transport colleagues. An action plan will be devised and feedback provided to the group.
- Travelchoice would like to extend this request to the Scrutiny Commission for Rural Communities. The list of initial discussion points is attached for comment and further ideas.

**6. BACKGROUND DOCUMENTS**

- Socialdata Final Behavioural Research Report March 2009

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

**7. APPENDICES**

- List of discussion points for ideas for rural areas – submitted to members of the Rural Working Group with minutes.



## Travelchoice in rural Peterborough

The list below provides some food for thought for increasing travel choices in rural areas. Your ideas are also welcomed.

- We are beginning to produce rural area guide maps and will disseminate the printed versions to rural areas – ideas for locations are welcomed (e.g. GP surgeries, dentists, community centres, local pubs).
- In order to increase awareness of the rural cycle routes and Green Wheel, we'd like to increase the number of outlets supplying the Peterborough cycle map. This can be purchased in batches of 10 for £1 per copy and they retail at £1.50. Ideas for additional outlets sought (local shop, pub, popular tourist spots, cafes?).
- How can we increase awareness of [www.carsharepeterborough.com](http://www.carsharepeterborough.com) which includes the taxi, cycle and walking journey matching service.
- We'd like to include information about Travelchoice services, events and materials in newsletters, what information would you like and how often?
- There are numerous examples of how technology has been used in rural areas, such as:
  - Rural Real Time Passenger Information (RTPI)
  - Internet shopping (clubbing together to achieve discounts from bulk purchase, one delivery)
  - Car sharing / taxi sharing
  - Electric bikes (inter-village pool bikes)
- Is there a demand for cycle parking? If so, where? Bus stops/village shops/pubs/post office? We will put suggested locations into the scoring system to assess demand and will implement those that score the highest.
- The Rural Working Group said that elderly people have difficulties in accessing/using bus timetables. It was mentioned that many are unable to use the internet and often struggle to read the printed versions. What would help them? Larger print? How can we raise awareness of Traveline which provides timetable information over the telephone at a local rate? Would it be helpful if Travelchoice briefed community centre volunteers so they could pass on information verbally?
- Are there routes that are well used during the day but dark and unattractive at dusk/dark? Where are they and could these routes benefit from route branding (solar studs)?
- Green tourism - how can we raise awareness of how to get to local places of interest without the car? Could embark on a similar campaign to Worcester – Stay Local for a Great Day out!
- Some villages have Cycle Champions. These are village residents that advocate cycling. They could collate and submit ideas from the village/parish to PCC for cycle parking locations/infrastructure locations/village cycling promotions/events etc, they could promote/provide information on adult cycle

training, look after the village pool bikes, advise residents on cycle maintenance, services available to them from PCC etc.

- How will we monitor the uptake of sustainable travel?
  - Record pool bike usage
  - Satisfaction/awareness snapshot survey of residents
  - Monitor usage of public transport and demand responsive service

There may be other ideas which you have that could be explored. Following the roll out of Travelchoice to rural areas we are keen to look at how we can better serve these areas. It must be remembered that staff resources and budgets are limited and not all ideas will be feasible. That said, the rural communities are an important part of Peterborough and we will endeavour to improve travel choice where we can.

Please email ideas to [Travelchoice@peterborough.gov.uk](mailto:Travelchoice@peterborough.gov.uk).

*Your*  
**TRAVELCHOICE**  
*in Peterborough*

- public transport
- walking
- cycling
- innovation
- information

Department for  
**Transport**

[www.travelchoice.org.uk](http://www.travelchoice.org.uk)

*Your city, your move!*

PETERBOROUGH  
CITY COUNCIL

The advertisement features a central collage of images: a woman with a bicycle, a woman and a man walking, two people cycling, and a bus at a station. The background is a mix of outdoor and indoor scenes, including a church and a modern building.

Travelchoice - Rural Working Group 30 September 2009

# Peterborough's Project



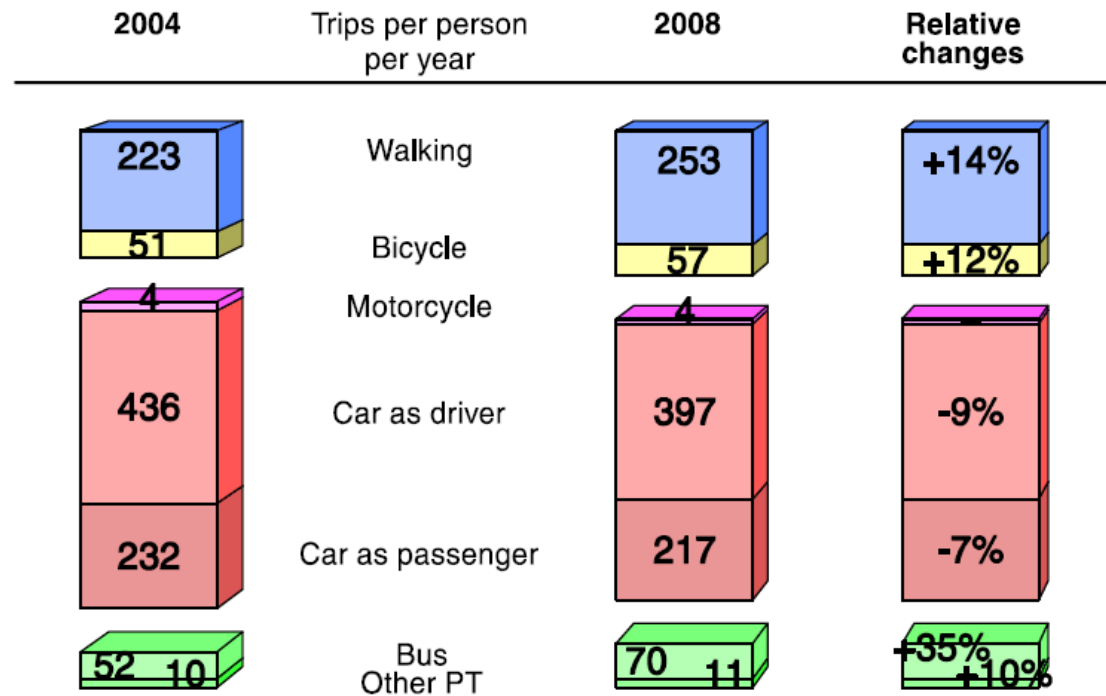
- 2004 – designated ‘sustainable travel demonstration town’
  - Department for Transport funded - £3.24 million over 5 years
  - PCC invested Local Transport Plan funding
  - 18 schemes were identified, plus 46 others
  - Focussed on urban core of Peterborough
  - Before and after surveys commissioned
  - Project closed 31 March 2009
- 
- But....it’s not the end of Travelchoice!



# Behavioural research results

## MODE CHOICE

- Peterborough -



# Measures for rural areas



- Started April 09
- Rural newsletters
- Interchange posters:
  - Castor
  - Ailsworth
  - Glinton
- Local area guide maps for rural areas
- School Travel Plans
  - Walking buses
  - SJTS funding
  - Walk to School Week

Continuing your journey from The Regional College

Vicinity Map of The Regional College

Core Peterborough Bus Services

Route and Destination Finder

Route Finder

Route	Direction	Destination
1	North	Castor
2	South	Glinton
3	West	Glinton
4	East	Glinton
5	North	Glinton
6	South	Glinton
7	West	Glinton
8	East	Glinton
9	North	Glinton
10	South	Glinton
11	West	Glinton
12	East	Glinton
13	North	Glinton
14	South	Glinton
15	West	Glinton
16	East	Glinton
17	North	Glinton
18	South	Glinton
19	West	Glinton
20	East	Glinton

Destination Finder

Destination	Route	Frequency
Castor	1	Hourly
Glinton	2-20	Hourly
Glinton	21-40	Hourly
Glinton	41-60	Hourly
Glinton	61-80	Hourly
Glinton	81-100	Hourly
Glinton	101-120	Hourly
Glinton	121-140	Hourly
Glinton	141-160	Hourly
Glinton	161-180	Hourly
Glinton	181-200	Hourly

Peterborough City Centre

PETERBOROUGH CITY COUNCIL Department for Transport

## Measures for rural areas



- Adult cycle training
- *good going* pledge and discounts
- Cycle map – updated May 09
- Series of cycle guides, covering 7 areas
- [www.carsharepeterborough.com](http://www.carsharepeterborough.com)





## Plans for the future



- Understand rural issues
- Disseminate rural area guide maps
- Develop clear action plan for 2010/11 onwards
- Increase awareness of car/taxi share journey matching service
- Regular information in newsletters
- New technology (rural RTPI)
- Enhance work with planners/developers to ensure sustainable transport built into new developments



Your **TRAVELCHOICE** in Peterborough

- public transport
- walking
- cycling
- innovation
- information



# Car share Peterborough

Your  
**TRAVELCHOICE**  
in Peterborough

- public transport
- walking
- cycling
- innovation
- information

The screenshot shows a web browser window with the address <http://www.carsharepeterborough.com/Default.asp?uxi=&cr=check>. The page features a navigation menu with links: Home, About Us, Welcome, Sign In, Questions, Cost Calculator, Safety, Links, and Contact us. The main content area is titled "Welcome to carsharepeterborough" and includes a "Share it" section with icons for car sharing, walking, cycling, and taxi. Below this, there are sections for "New Users - Register" (with a link "All New users start by clicking here."), "Members - Sign In" (with fields for Email and Password, and a "Log me in" button), and "Live Stats" (showing the latest registered journey from Oxney Road, PE1 to Matley, PE2, and stating that 333,834 car sharers are registered with the liftshare network). The footer contains a disclaimer, links for Disclaimer, Terms, and Privacy, and logos for WSC, WAI-AA WCAG 1.0, and the liftshare network.

# Car share Peterborough

Welcome to carsharecarsharepeterborough (Part of the liftshare network) - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Address [http://www.liftshare.com/v3/pages/add\\_journey.asp](http://www.liftshare.com/v3/pages/add_journey.asp)

Share it Welcome back Nicola | [Logout](#) Share your **TRAVELCHOICE** in Peterborough Innovation

[Home](#) [About Us](#) [Welcome](#) [Sign In](#) [Questions](#) [Cost Calculator](#) [Safety](#) [Links](#) [Contact us](#)

[My home](#) [My journeys](#) [My inbox](#) [My contacts](#) [My settings](#)

Please review and save your journey details

start location > destination > type of journey > journey details > save journey

Please review your journey details, you can use the links below to edit any of the details.

Type of journey:	offering or seeking a lift	<a href="#">Edit</a>
Making journey:	on daily or weekly basis	<a href="#">Edit</a>
Journey purpose:	commuting	<a href="#">Edit</a>
Journey start:	Eye, Cambridgeshire	<a href="#">Edit</a>
Journey destination:	Bridge street, PE1	<a href="#">Edit</a>
Leaving at:	08:00	<a href="#">Edit</a>
Returning at:	17:30	<a href="#">Edit</a>
Journey flexibility:	+/- 15 min	<a href="#">Edit</a>
Days travelling:	Monday, Tuesday, Wednesday, Thursday, Friday	<a href="#">Edit</a>
Display my journey to:	only members of my private groups	<a href="#">Edit</a>
If I couldn't find a BUDI:	I would drive on my own	<a href="#">Edit</a>
My comment:	No comments left for other users.	<a href="#">Edit</a>

[Clear journey and start again](#) [Save journey and search for matches](#)

Preview of your journey [edit start location](#) [edit destination](#)

[http://www.liftshare.com/v3/pages/add\\_journey.asp?editstep=4](http://www.liftshare.com/v3/pages/add_journey.asp?editstep=4)

# Car share Peterborough

Welcome to carsharecarsharepeterborough (Part of the liftshare network) - Microsoft Internet Explorer

File Edit View Favorites Tools Help

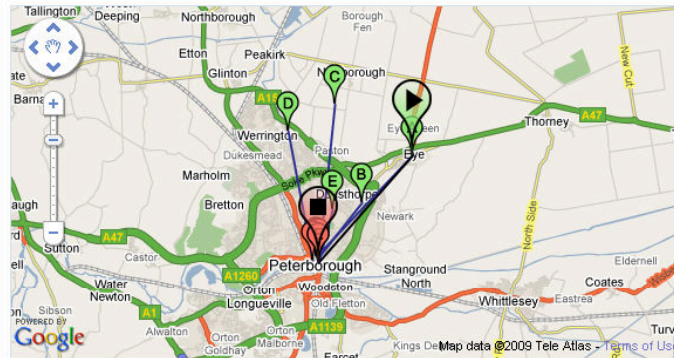
Back Forward Stop Home Search Favorites Refresh Print Mail Stop

Address http://www.liftshare.com/v3/pages/search.asp?jid=xOyIrmz8%2BaE%3D

My home My journeys My inbox My contacts My settings

### Map of search results

Good news! We've found 26 journeys that might be suitable for you to share.  
If you want some further options though, you can always try [adjusting your search](#).



Displayed results

- A offering a lift
- B looking to share
- C looking to share
- D looking to share
- E looking to share

### List of search results

- A** Rona is offering a lift.  
From Eye, Cambridgeshire - to Peterborough, Cambridgeshire  
Daily journey made on Monday, Tuesday, Wednesday, Thursday, Friday [more info and contact user](#)
- B** Mike is offering to share their journey.  
From Dorchester Crescent, PE1 - to Midgate, PE1  
Daily journey made on Monday, Tuesday, Wednesday, Thursday, Friday [more info and contact user](#)
- C** Anne-Marie is offering to share their journey.  
From Borough Fen, Peterborough PE6 7 - to Bridge street, PE1  
Daily journey made on Monday, Tuesday, Wednesday, Thursday, Friday [more info and contact user](#)
- D** Terri is offering to share their journey.  
From Hythegate, Peterborough - to Broadway, Peterborough  
Daily journey made on Monday, Tuesday, Wednesday, Thursday, Friday [more info and contact user](#)
- E** Dawn is offering to share their journey.  
From Sallows Road, Peterborough - to Bridge Street, [more info and contact user](#)

Done Internet

## Ideas welcome



- What are the biggest issues/concerns/barriers and how can we help?
- In particular:
  - How better promote car share site, cycle training?
  - How can we help improve accessibility?
  - Cycle parking?
  - Route branding? Solar lighting?
  - Technology
  - Support green tourism by raising awareness of how to get to local places of interest without the car?

Nicola Francis

Travelchoice Team Manager

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<b>Scrutiny Commission for Rural Communities</b>	<b>Agenda Item No. 7</b>
<b>23 November 2009</b>	<b>Public Report</b>

## **Report of the EXECUTIVE DIRECTOR OF OPERATIONS, PAUL PHILLIPSON**

### **Report Author –**

Barry Kirk, Transportation and Development Group Manager, tel: 317450,

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Jack Eagle, Transport Planning Officer, tel: 317474, jack.eagle@peterborough.gov.uk

## **Rural Rail**

### **1. PURPOSE**

To inform the commission on Council actions and efforts to increase rail provision in rural areas.

### **2. RECOMMENDATIONS**

The Scrutiny Commission for Rural Communities is recommended to:

1. Scrutinise the information contained in this report regarding Council actions to increase rail travel and provision in rural areas.
2. Recommend ways to progress and develop any issues raised.

### **3. BACKGROUND**

3.1 In the heyday of rail there were a number of rural stations in Peterborough. Rural stations existed at, for example, Eye Green, Thorney, Barnack, Helpston, Peakirk, Castor and Walton. The Peterborough City Council local authority area today contains only the Peterborough mainline rail station. It is a major interchange having both the north-south East Coast Mainline (ECML) and the east-west local services. There are no rural or suburban railway stations in the area today with the exception of those serving the Nene Valley preserved railway.

#### **3.2 Bus Accessibility to Peterborough Station from the rural areas**

A number of rural bus services call at the bus station which is close to the railway station. However these do not allow run at times that suit rail timetables and demand for rail travel. Demand responsive bus services to the rail station have been trialled from rural areas; in 2000 a service from villages in the north and west of Peterborough was established. This service was discontinued due to lack of demand. GNER ran a service from Hampton as part of their franchise requirements. This service ceased when GNER lost their franchise.

#### **3.3 Studies of Rural Rail in Peterborough**

A report was produced by Cambridgeshire County Council into a suburban Walton Station in 1997, this followed on from a study that examined the feasibility of a more rural station further north at Werrington on the GN/GE joint line (Peterborough-Spalding-Lincoln-Doncaster). Although there was evidence that these stations might have, at that time, had a positive cost benefit ratio over a 30 year period, there was little appetite at the time from Railtrack (predecessor to Network Rail) or the train operating companies to support such a proposal and no further progress was made.

3.4 The possibility of a suburban parkway type station at Hampton has been examined in a number of documents and land was originally allocated for a station in the section 106 agreement for the development. Excessive cost and lack of commitment from Network Rail and Train Operating Companies has resulted in a station at this location not being progressed.

3.5 In December 2005 Councillors Palmer and Swift produced a report to the Scrutiny Committee on Rail in Peterborough with particular reference to Hampton, Walton and Werrington. The actions agreed by committee following this report were to:

1. note the report;
2. recommend to Cabinet that the proposal for two stations should continue to be included in the Local Transport Plan and that a project group should be established to work on the proposal; and
3. discuss the report with Opportunity Peterborough.

3.6 **Rural Transport Focus of Second Local Transport Plan 2006-2011 (LTP2)**

Prompted by work undertaken by the Scrutiny Committee the LTP2 passenger rail section stated that "The council intends to establish a working party that brings together relevant representatives of both the Council and the rail industry to fully research the potential of additional stations to the north and south of Peterborough." To meet this requirement, rail issues have been progressed through a series of rail groups listed below:

- Association of Transport Coordinating Officers (ATCO) Eastern and South Eastern Rail Group
- Cambridgeshire and Peterborough Rail Group
- GN/GE Joint Line Steering Group
- East Midlands Trains Liverpool-Norwich Stakeholder Group
- Peterborough City Council has been represented on the First Capital Connect Cambridge and Peterborough Capacity Study
- Peterborough City Council are consulted by Network Rail on developments in the area
- Peterborough City Council is consulted on Network Rail's Route Utilisation Strategy (RUS)
- Peterborough City Council support the Community Rail Partnership on the Ely to Peterborough line developed by the Fenland Strategic Partnership
- Peterborough City Council has been involved with the Spalding and Peterborough transport forum, currently campaigning to reopen the Littleworth Station at Deeping St Nicholas in Lincolnshire.

3.7 LTP2 was informed by a rural transport audit that was carried out in summer 2002. A road show visited 25 parishes in Peterborough and was a comprehensive consultation exercise which allowed residents an opportunity to discuss transport issues and needs in their area. From the consultation it was clear that people living in the rural areas felt that bus service improvements would be the best way to address rural transport issues and since then subsequent work has reflected this.

3.8 **Programmed Rail Improvements in Peterborough**

GN/GE Joint line and ECML capacity enhancement:

- This line is currently being upgrade to carry more freight trains as part of a capacity relief scheme for the ECML so that mainline passenger service can be improved
- The line is being improved so that they are two freight paths an hour on the line
- Journey times for freight trains have to be similar to those experienced on the ECML
- Another aspect of increasing capacity on the ECML are the additional platforms 6 and 7 at Peterborough Station, these will be east of the current platforms
- Werrington Junction which is the junction between the GN/GE joint line and the ECML also needs to be improved so that freight services joining the GN/GE joint line will not cause disruption to trains on the ECML. A number of options for Werrington Junction are being examined currently and a preferred option will be developed
- Network Rail and Peterborough City Council are in discussion regarding issues at Fox Covert rail crossing, there was a motion from the Council Meeting on the 14 October urging Network Rail for safety improvements at this crossing
- Peterborough City Council will work with Network Rail as this project is taken forwards

3.9 **The Future: The Peterborough Long Term Transport Strategy and Local Transport Plan 3 (LTP3)**

The possibility of stations at Werrington and Walton are highlighted in the developing Peterborough Long Term Transport Strategy. This strategy will form the evidence base for LTP3. LTP3 will become

policy in 2011 and set a long term transport strategy for the area to 2026. It represents an opportunity to revisit the case for further rail stations in Peterborough. At present it is envisaged that any proposals would centre on suburban stations, or more likely halts, rather than truly rural proposals. It is extremely unlikely that new rail lines will be constructed in the area in the future and any improvements are likely to centre on existing rail corridors.

- 3.10 It should be noted that very few new suburban or rural stations have opened in England in recent years, the main barriers being funding and lack of mainline capacity for short haul services. The Council has little direct control over rail services provision or infrastructure programmes, but it will continue to use its position of influence to obtain the best possible passenger and freight services for the area.
- 3.11 There may be opportunity to use the Nene Valley Railway to support the existing transport network in some way, and this is a matter that is kept under review.

#### **4. LINKS TO SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT**

- 4.1 Rail travel fits with the visions and priorities in the Sustainable Communities Strategy (SCS).
- 4.2 The Local Area Agreement (LAA) supports sustainable means of travel. The LAA is made up of a range of indicators that are linked to the visions and priorities in the SCS. Rail travel could help meeting many of the LAA targets including the following:
- improve per capita CO2 emissions (NI 186);
  - access to services and facilities by public transport, walking and cycling (NI 175);
  - congestion average journey time per mile during the morning peak (NI 167); and
  - footfall within the city centre and district centres (GO4c).

The further development of rail would fit with the Peterborough's Environment Capital aspirations.

#### **5. CONSULTATION/KEY ISSUES**

Rail issues will form part of the consultation process for the third Peterborough Local Transport Plan.

#### **6. BACKGROUND DOCUMENTS**

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

Peterborough Local Transport Plan Submission for 2001/2002 to 2005/2006

The second Peterborough Local Transport Plan (2006-2011)

Peterborough Rural Transport Initiative Report November 2002

Investment in stations: A guide for promoters and developers June 2008 Network Rail.

<http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/network/ther%20publications/investment%20in%20stations.pdf>

Deeping St Nicholas Community Website:

<http://community.lincolnshire.gov.uk/deepingstnicholas/section.asp?catId=20699>

Source of information about London Mitcham Eastfields Station:

<http://londonconnections.blogspot.com/>

The Peterborough and Spalding Transport Forums Website:

<http://www.spaldingtransportforum.co.uk/>

#### **7. APPENDICES**

None

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<b>MEETING Scrutiny Commission for Rural Communities</b>	<b>Agenda Item No. 8</b>
<b>23 November 2009</b>	<b>Public Report</b>

## Report of the Director of Children's Services

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### SCHOOL ADMISSIONS IN RURAL AREAS

#### 1. PURPOSE

The purpose of this report is to advise the commission of the Council's approach and efforts to ensure rural school places are maintained and of any successes or obstacles experienced.

#### 2. RECOMMENDATIONS

Members of the commission are requested to

1. Scrutinise the report.
2. Request further information if appropriate.
3. Recommend further actions if appropriate.

#### 3. BACKGROUND

- 3.1 There are nine rural primary schools and one rural secondary school in the Peterborough Local Authority area (see details of schools in 3.6)
- 3.2 The rural schools are on the whole popular and school rolls do not show signs of falling as is the case in many other rural parts of the country. During the September 2009 admissions round, Castor, John Clare and Northborough admitted all the Reception age children in their catchment to the schools. Other rural schools had between 5% and 16% of their catchment opting to go to other schools. Most of these children went to other Peterborough rural schools.
- 3.3 The surplus capacity in rural schools tend to fill with those who wish to access smaller schools and are willing/able to travel out of the city. This works to the benefit of those schools in the urban area that are currently oversubscribed. However, this could have an impact when newcomers to the villages are seeking a school place and find the schools full. The legislation around admissions does not allow places to be 'reserved' for parents who move into an area during the year. Waiting lists do exist for rural schools in Peterborough.
- 3.4 During the admission round it may be the case that the number of children who want to attend a school exceeds the number of places available. In these circumstances an oversubscription criteria applies to decide which child will get a place. These criteria vary from school to school but the basic principles to decide places is in the following order –
  1. Children in Care
  2. Verified medical needs
  3. Children living in catchment areas
    - (a) Children applying with siblings already in the school
    - (b) Distance from school
    - (c) Pupils living in rural settings where there is no alternative within two miles of the school

4. Children living outside of the catchment.

- 3.5 The provision of home to school transport is significant within the rural area of Peterborough. Complex criteria apply to transport provision but the broad principles are that Peterborough City Council will provide free transport if –
- The nearest suitable school is not within walking distance of home (2 miles for Primary pupils, 3 miles for Secondary pupils)
  - Where the child's local school is full and the next nearest available school is over the distance thresholds above.

3.6 The table below outlines the current position in relation to availability of school places in the rural communities -

**Primary**

School	PAN	Overall School Capacity	NOR	(Reception Year) 4 year old NHS data				
				2009	2010	2011	2012	2013
Barnack VC	17	119	114	25	16	13	11	16
Castor VC	25	175	150	17	14	13	12	8
Eye VC	48	336	296	41	43	43	45	36
John Clare	15	105	94	7	9	6	15	10
Newborough VC	30	210	188	25	15	32	16	15
Northborough	30	210	190	18	20	16	22	12
Peakirk cum Glinton VA	30	210	187	27	18	16	11	23
The Duke of Bedford	30	210	188	22	21	31	28	23
Wittering	90	595	295	32	24	30	37	31
<b>Primary Total</b>	<b>315</b>	<b>2170</b>	<b>1702</b>	<b>214</b>	<b>180</b>	<b>200</b>	<b>197</b>	<b>174</b>

**Secondary**

	PAN	Overall School Capacity	NOR	10 year old data				
				2009	2010	2011	2012	2013
Arthur Mellows Village College	264	1634	1459	252	238	254	225	266

NOR – number of role

PAN – published admission number in each year group (based upon physical capacity)

3.7 As the table shows, there is significant space within the primary schools in the rural area. AMVC capacity was increased from September 2008 and although it appears there is space, Years 9, 10 and 11 have a lower PAN than year 7 and 8 as a result of building work increasing the size of the college from September 2008.

3.8 The table below compares the surplus spaces in rural schools against urban schools –

	Urban Schools % Surplus Places	Rural Schools % Surplus Places

Secondary	5.3	11.9
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- 3.9 The level of surplus places in the rural areas particularly at Wittering is a concern. The DCSF (Department for Children, Schools and Families) consider school place planning issues at a local authority wide view and hence it appears we have significant places when the reality is that the places are in pockets across the city and overall the urban area has limited capacity. The DCSF constantly challenges authorities on surplus places as these are considered inefficient and indeed even recommends using capital funding to remove this capacity.
- 3.10 Wittering Primary school was expanded to a 3 form entry school (i.e. 90 children entering reception year) in 1999 in response to the Ministry of Defence (MOD) informing the Authority that a squadron would be returning from Germany and would be based at Wittering. However, this transfer never materialised and at the same time the MOD started to sell off their married quarters. This has meant that a number of families haven't settled in the Wittering area causing pressure on other parts of the City. There are no plans to reduce the size of the school although a children's centre will be based in the school premises. There are also no plans to close any part of the other rural schools.
- 3.11 Investment continues to be made into rural schools. Proposals exist around removing the mobile classroom at John Clare and re-providing a purpose built classroom for the reception and pre-school classes. The Diocese is also considering the buildings at Peakirk School.

**4. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT**

0-19 Educational Attainment:

Early years – NI72, NI92  
 Primary – NI73, NI93, NI94, NI107  
 Secondary (KS4) – NI75

**5. CONSULTATION/KEY ISSUES**

Members of the commission are asked to note the position around rural schools and make any further suggestions in relation to their communities.

**6. BACKGROUND DOCUMENTS**

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

None

**7. APPENDICES**

None

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<b>SCRUTINY COMMISSION FOR RURAL COMMUNITIES</b>	<b>Agenda Item No. 9</b>
<b>23 NOVEMBER 2009</b>	<b>Public Report</b>

## **Report of the Solicitor to the Council**

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### **FORWARD PLAN – OCTOBER 2009 TO JANUARY 2010**

#### **1. PURPOSE**

- 1.1 This is a regular report to the Scrutiny Commission for Rural Communities outlining the content of the Council's Forward Plan.

#### **2. RECOMMENDATIONS**

- 2.1 That the Committee identifies any relevant items for inclusion within their work programme.

#### **3. BACKGROUND**

- 3.1 The latest version of the Forward Plan will be tabled at the meeting (at the time of publishing these papers the latest Forward Plan had not been published). The Plan contains those key decisions, which the Leader of the Council believes that the Cabinet or individual Cabinet Member(s) will be making over the next four months.
- 3.2 The information in the Forward Plan provides the Commission with the opportunity of considering whether it wishes to seek to influence any of these key decisions, or to request further information.
- 3.3 If the Commission wished to examine any of the key decisions, consideration would need to be given as to how this could be accommodated within the work programme.

#### **4. CONSULTATION**

- 4.1 Details of any consultation on individual decisions are contained within the Forward Plan.

#### **5. BACKGROUND DOCUMENTS**

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

None

#### **6. APPENDICES**

None.

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**SCRUTINY COMMISSION FOR RURAL COMMUNITIES  
WORK PROGRAMME 2009/10**

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Meeting Date	Item	Progress
<b>23 November 2009</b>  <b>Cedar Centre, Castor</b>  (Papers to be despatched on 13 Nov)	<b>Fly Tipping</b>  To consider effects of fly tipping and actions Council is taking to tackle the problem in rural areas.  <b>Contact Officer: Alison Ivatt</b>	
	<b>Cycle Routes</b>  To ensure the Council is providing and maintaining adequate cycle routes as a means of commuting and leisure pursuits in the rural area.  <b>Contact Officer: Matthew (Mat) Barber</b>	
	<b>Rail Links</b>  To be advised of the option of an additional station in the rural area and feasibility of this and to recommend further actions.  <b>Contact Officer: Jack Eagle</b>	
	<b>School Admissions</b>  To receive information on school admission policy and the future provision of education and schools in rural areas.  <b>Contact Officer: Jonathan Lewis</b>	
<b>25 January 2010</b>  <b>St Botolph's Barn, Helpston</b> (Papers to be despatched on 15 Jan)	<b>Children and Youth Play Provision</b>	
	<b>Sure Start</b>	
	<b>Budget – Rural Priorities</b>	
	<b>Bus Review feedback</b>	

Meeting Date	Item	Progress
<b>22 March 2010</b> (Papers to be despatched on 12 March)	<b>Power Provision – renewable energy generation in rural communities</b>	

The remaining topics that were identified at the briefing in June 2009 were:

- Policing – traffic enforcement, local officers
- Business – tourism, agriculture, country pursuits, skills
- Councillors – regular meetings, effectiveness of Area Committees