

GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE

WEDNESDAY 3 NOVEMBER 2021
7.00 PM

Engine Shed, Sand Martin House

AGENDA

Page No

1. **Apologies for Absence**
2. **Declarations of Interest and Whipping Declarations**
At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests or is a "pending notification " that has been disclosed to the Solicitor to the Council.
Members must also declare if they are subject to their party group whip in relation to any items under consideration.
3. **Minutes of the Growth, Environment and Resources Scrutiny Committee Meeting Held on 8 September 2021** 3 - 12
4. **Call In of any Cabinet, Cabinet Member or Key Officer Decisions**
The decision notice for each decision will bear the date on which it is published and will specify that the decision may then be implemented on the expiry of 3 working days after the publication of the decision (not including the date of publication), unless a request for call-in of the decision is received from any two Members of the relevant Scrutiny Committee. If a request for call-in of a decision is received, implementation of the decision remains suspended for consideration by the relevant Scrutiny Committee.
5. **Local Cycling and Walking Infrastructure Plan (LCWIP) - Review** 13 - 112
6. **Portfolio Progress Report from the Cabinet Member for Waste, Street Scene and the Environment** 113 - 122
7. **Monitoring Scrutiny Recommendations** 123 - 128
8. **Forward Plan of Executive Decisions** 129 - 166
9. **Work Programme 2021/2022** 167 - 172
10. **Date of Next Meeting**

17 November 2021 – Joint Scrutiny of the Budget
6 January 2022 – Growth, Environment and Resources Scrutiny Committee

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Committee Members:

Councillors: C Harper (Chairman), R. Brown, C. Burbage (Vice Chairman), G. Casey, N. Day, Judy Fox, N. Moyo, E. Murphy, L. Sharp, H. Skibsted and C. Wiggin
Co-opted Member: Parish Councillor Michael Samways

Substitutes: Councillors: C. Fenner, A. Joseph, S. Qayyum and N. Sandford

Further information about this meeting can be obtained from David Beauchamp on telephone 01733 384628 or by email – david.beauchamp@peterborough.gov.uk

**MINUTES OF THE GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY
MEETING
HELD AT 7PM, ON
WEDNESDAY, 8 SEPTEMBER 2021
ENGINE SHED, SAND MARTIN HOUSE**

Committee Members Present: Councillors C. Harper (Chair), C. Burbage (Vice Chair), R Brown, G. Casey, N. Day, Judy Fox, N Moyo, E. Murphy, S Qayyum, L. Sharp, C. Wiggin
Co-opted Member: Parish Councillor Michael Samways

Officers Present in Steve Cox – Executive Director, Place and Economy
Richard Kay, Strategic Planning Manager
Darren Sharpe – Natural and Historic Environment Manager
Paulina Ford – Senior Democratic Services Officer

Also Present: Councillor John Fox, Group Leader, Werrington First
Councillor Nick Sandford, Group Leader, Liberal Democrats

10. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Skibsted and Councillor Qayyum was in attendance as substitute.

11. DECLARATIONS OF INTEREST AND WHIPPING DECLARATIONS

Item 6 - Ox-Cam Arc - Government Consultation Paper

- Councillor Murphy declared an interest in that he had recently undertaken consultancy work for the ASLEF Train Drivers Union regarding the transport issues.
- Councillor Sandford declared an interest in that he worked for the Woodland Trust who had been part of the Ox-Cam Arc Environment Working Group
- Co-opted Member Parish Councillor Samways declared an interest in that he was employed by MHCLG

Item 5 - Tree Management - Potential Review of the Tree and Woodland Strategy, Scoping for Appropriate Exceptions and Revised Tree Planting Targets

Councillor Sharp declared an interest in that he was a non-executive Director of Peterborough Limited.

12. MINUTES OF GROWTH, ENVIRONMENT AND RESOURCES MEETING HELD ON 7 JULY 2021

The minutes of the Growth, Environment and Resources Scrutiny Committee held on 7 July 2021 were agreed as a true and accurate record.

13. CALL IN OF ANY CABINET, CABINET MEMBER OR KEY OFFICER DECISIONS

There were no requests for call-in to consider.

14. **TREE MANAGEMENT - POTENTIAL REVIEW OF THE TREE AND WOODLAND STRATEGY, SCOPING FOR APPROPRIATE EXCEPTIONS AND REVISED TREE PLANTING TARGETS**

The Strategic Planning Manager accompanied by the Natural and Historic Environment Manager introduced the report which provided the Committee with the opportunity to comment on the draft updated Tree Risk Management Plan, which, if approved by Cabinet and Council, would replace the existing Trees and Woodland Strategy. The Committee were also asked to explore the need for exceptions to be inserted in the Trees and Woodland Strategy, to allow the removal of trees in certain areas contrary to normal policy. The Committee were also provided with an update on options being explored for tree planting targets on Council owned land.

The Growth, Environment and Resources Scrutiny Committee debated the report and in summary, key points raised and responses to questions included:

- Members noted that the overall strategy was to protect trees but commented that some residents had been known to remove trees illegally and wanted to know if this was a big problem. Officers advised that incidents of residents removing or damaging trees had been limited across the city. All events of vandalism or direct action was logged on a database and reported to the police. A letter would then be sent to all residents within the area of damage to alert them to what had happened to hopefully deter further vandalism.
- Members sought clarification as to the long term strategy for thinning out shelter belts. Members were informed that this was already included within the Trees and Woodland Strategy and work had already begun but due to resources and budget, health and safety work always took priority. An autumn/winter programme of work took place across the shelter belts each year.
- Members sought clarification on what happened when resident's properties were damaged by trees owned by the council. Members were informed that the Trees and Woodlands Strategy required that there needed to be evidence provided to justify any claim brought forward to the council. The Tree Officer would need to have conclusive evidence of subsidence or damage caused by the tree which often cost a lot of time and resources to obtain this. Residents were therefore often asked to refer to the insurance company who have the resources to undertake this work.
- The council proactively record all claims across the city and were therefore able to identify particular problem areas across the city and map the soil in certain areas to ascertain which areas of Peterborough were more likely to have subsidence. The claim history would assist in prioritising where work needed to be undertaken to minimise future issues. High water demand species of trees had also been identified so that they could be removed if located near to properties in line with arboriculture practice and woodland management. It could take months to collect the relevant data regarding a claim and up to a year in the case of subsidence.
- Members commented that trees should be looked at from the aspect of climate emergency. It was noted that the Government Independent Committee on Climate Change had stated, that in order for Britain to meet the net zero carbon target there was a need to plant between 80 million and 120 million trees every year up to 2045.
- Members felt that the current Trees and Woodlands Strategy was one of the strongest in the country.
- Members referred to TP 8: Policy: *“Council owned trees will not be pruned or removed to stop the nuisance of overhanging, TP8.2 Residents will be informed of their entitlement to exercise their Common Law right to remove (abate) the nuisance*

associated with encroaching trees.” The report had stated that the encroachment of trees on residential properties and the loss of light remained the two most frequent enquiries raised regarding council owned trees, which equated to 44.9% of the 1,182 enquiries received last year. Members recognised that it would require a large number of resources to deal with so many enquires but asked whether the council could assist residents by asking Aragon to give advice to residents on the best way to remove branches or provide a paid for service. Officers advised that a paid for service had been considered but it was felt that it would create a two-tier tree management system. It would mean that those who had the resources to pay for tree works would, but this might then open up a debate on what was considered as sound arboriculture tree management with those people who did not understand the subject and terminology. Residents were always given the option to remove the overhanging branches themselves or to obtain a quotation for the work from Aragon Direct Services which would be at a competitive rate.

- Members commented that the wrong type of trees had been planted in some areas of the city and were too large. There was also the issue of self-seeding trees. Clarification was sought on whether it was possible to remove the self-seeding trees and replant them somewhere more appropriate. Members were informed that it had been clearly identified in the Trees and Woodlands Strategy that there were locations across the city where the Development Corporation had planted the wrong type of trees. The strategy allowed for removal of these trees where it was evident that they were the wrong tree in the wrong location and causing problems. Decisions on planting the right tree in the right place for the future was based on past knowledge and consideration of such things as soil structure, approximate distance to structures, and nuisance issues such as fruit fall. All of these would be factored in when deciding on the right species for the location.
- Self-seeding trees were predominantly Ash or Norway Maple and were not the most appropriate to move unlike ones that were grown in a nursery. The self-set trees would need to be managed going forward to avoid problems in the future.
- Ash die back was not considered to be a major issue in the city and officers were not aware of any areas of significant felling's across the city. Ash die back was being constantly monitored through routine inspections. The potential for securing grants to pay for any increase in planting targets was being explored. It was hoped that through additional funding that more trees would be planted to compensate for the loss of any Ash trees in the future. It was uncertain how many Ash trees would die but it had been estimated at approximately 80% of the current Ash tree stock.
- Members sought clarification regarding the current tree planting target and if there was enough workforce to ensure the target was met. Officers advised that it had been a challenge to recruit a full team of arborists and there was a limited number of people who were interested in tree planting. It would take a considerable amount of time to recruit to these types of posts. Sub-contractors who undertook this type of work were working to capacity as the demand for tree planting had increased. Another key issue was that with the growing demand there would be a shortage of trees to plant as the nursery industry had not been able to keep pace with demand.
- The Tree Risk Management Plan only related to the trees that the City Council actively managed. There was a cross over in some Parishes in that the council managed some highway verges, recreation grounds and tree assets within allotments within some Parishes.
- Farm Estates. There were certain lease agreements in place on some Farm Estates where the council still retained the management of the tree stock. Some tree assets had been devolved to the farmer with the advice that they should refer to and consider the policies within the Trees and Woodlands Strategy when undertaking any tree work.
- Members sought clarification as to whether there was scope to diversify the tree species to alleviate and mitigate the risks of trees dying out. Officers referred to the

Trees and Woodland Strategy where there was clear guidance on species and diversity requirements which had been kept as broad as possible. UK tree species were limited but new species were tried where possible to future proof tree stock going forward.

- Members were concerned about the policy of a 1 for 1 tree replacement as it may not be appropriate in all cases e.g. if a 200 hundred year old tree was replaced with a sapling. Members felt that it could lead to deforestation as it would take hundreds of years for the sapling to get to the same size of the original tree. The replacement policy needed to be that of an adequate replacement. The council needed to adopt an ambitious tree planting target to assist with tackling the climate and biodiversity emergency. It was also important to plant the right trees to assist with climate change. Members were informed that the Trees and Woodland Strategy did currently identify a 1 for 1 tree replacement, however this did not necessarily mean that this would be the maximum number of trees that would be planted. There may be scope to plant significantly more depending on the size of the area. Consideration would also have to be given to the longer-term cost of managing the trees. However, with a combination of species and size the 1 for 1 tree could be exceeded in certain locations around the city.
- The council was taking part in the *Queen's Green Canopy* (QGC) which was a unique tree planting initiative created to mark Her Majesty's Platinum Jubilee in 2022 which invited people from across the United Kingdom to "*Plant a Tree for the Jubilee*".
- Members commented that new housing developments did not seem to have many trees and wanted to know if the council could have any influence with developers to plant more trees. Members were informed that there had been a clear shift in guidance and national planning policy to retain as many trees as possible within development sites but to also plant new trees and in particular street trees. The council were striving to ensure that the right kind of infrastructure was in place so that trees had adequate space as to not cause damage in the future especially for street trees. Consideration would also be given to long term sustainable management and therefore needed to make sure that the right trees were being planted.
- Members referred to paragraph 4.15 of the report which had suggested that the strategy be updated to include an addendum that clarified the operational guidelines to which Aragon operate to, in respect to encroaching vegetation and loss of daylight. Particular reference was made to the suggested change relating to the council only considering taking reactive action (pruning or felling), if the separation between the tree's branches and windows of the main room of the dwelling was less than 4 metres. Members felt that this could lead to a lot more work. Members were informed that the biggest concern was that some of those trees that were causing concern were of significant value and substantial landscape features. If the exemption was applied it would be difficult for officers to make the judgment on a daily basis as to which tree it would apply to, their jobs would become far harder even if only limited to five exemptions per year. It could potentially mean that five of the highest quality trees could be lost each year. The 4 metres had been chosen after thorough consideration and visiting onsite situations to ensure this was a reasonable distance.
- Previously officers had operated on a 2 metre clearance from a structure and this had caused a lot of confusion and had often been inadequate to address the problem. 4 metres was therefore quite a step change.
- The following suggestions were made by Members:
 - A limit of up to five exceptions per year and to move the 4 metre rule to 5 metres. If put in place this could be reviewed after a year and brought back to committee.
 - When a tree was removed to try and replace it with more than one tree.
 - Offer more help and advice to residents on how to remove branches.

- Have in place a net gain policy when replacing trees that takes into account climate change mitigations and biodiversity benefits as an alternative to remove one tree and replace it with one tree.
- Apply the same policy as is stated in the Local Plan LP29 Trees and Woodland where appropriate mitigation, via compensatory tree planting, would be required.

After some discussion Councillor Sharp, seconded by Councillor Casey proposed the following recommendation that the replacement tree policy should not be just based on numbers but on the benefits and impacts such as biodiversity, mitigating the impact of climate change, net carbon benefits and net gain and should be in line with the current planning policy. The proposal was unanimously **AGREED** by all Members of the Committee.

The Chair thanked the officers for attending and answering all questions. Members also wanted to thank the officers in the tree team for assisting the residents of Peterborough.

ACTIONS AGREED

The Growth, Environment and Resources Scrutiny Committee considered the report and **RESOLVED** to

1. Recommend the draft revised Tree Risk Management Plan to Cabinet for approval.
2. Not agree to devise exceptions to current policy such as allowing the removal of trees in certain areas contrary to standard policy.
3. Agree that an addendum to the Trees and Woodland Strategy is appropriate, which clarifies the operational guidelines to which Aragon operate to, in respect to encroaching vegetation and loss of daylight. Officers to provide a briefing note annually to the committee on the impact of this addendum.
4. Offer views on the ongoing work by the cross-party Climate Working Group in respect of whether or not the Council should consider amending its tree planting / tree canopy coverage target, with such views to be reported to Cabinet and the Working Group in due course.

RECOMMENDATION

The Growth, Environment and Resources Scrutiny Committee recommended to the Strategic Planning Manager that the replacement tree policy should not be just based on numbers but on the benefits and impacts such as biodiversity, mitigating the impact of climate change, net carbon benefits and net gain and should be in line with the current planning policy.

15. OX-CAM ARC - GOVERNMENT CONSULTATION PAPER

The report was introduced by Strategic Planning Manager. The purpose of the report was to enable the Committee to express its views on the Government consultation paper entitled 'Creating a vision for the Oxford Cambridge Arc', which was attached to the report at Appendix B.

Government was leading on the proposal and the Strategic Planning Manager advised that the Strategy was a top tier document which would have a legal basis behind it. It would set the framework for how large parts of the country between Oxford and Cambridge

which included Peterborough would grow and develop over the next 30 to 50 years and beyond. Once in place Local Authorities within the identified region would have to follow the policy and plans that had been put in place within the strategy. It would therefore be a powerful document and could set such things as housing targets, planning policy, environmental targets and major infrastructures. The document was the first part of three consultations by government and contained very little substance and no mention of Peterborough at this point.

The Growth, Environment and Resources Scrutiny Committee debated the report and in summary, key points raised and responses to questions included:

- Members sought clarification as to what avenues had been explored on how the council might want to put Peterborough on the map as a significant stakeholder and what the consultation process would be for input into the design of this document. Members were informed that the presentation of the paper at tonight's Scrutiny meeting was part of the consultation process and all comments made tonight would be fed back. It would be a Cabinet Member Decision Notice taken in consultation with officers. The consultation was open to anyone, and they could feedback directly to Government via the Government website. It was very early in the process, and it was anticipated that there would be wider consultation as the process moved forward.
- The Executive Director, Place and Economy advised Members that the Mayor of the Combined Authority would assist in getting Peterborough's voice heard in this process and would put forward very clearly Peterborough's aims and objectives.
- Members suggested that a Cross Party Working Group could be set up to provide discussion and comment and feed into the process.
- Members felt that the initial consultation provided a lot more questions than answers. Comments made were:
 - Peterborough was right on the edge of the proposed Arc.
 - Was Peterborough being pushed into the strategy because it was part of Cambridgeshire rather than because it was the city of Peterborough.
 - Would the Combined Authority still have a role once this strategy was in place?
 - Would this be a precursor to forcing Local Government reorganisation?
 - Where did the direction of the city fit in with the vision of the Arc.
 - How would the city and residents benefit from the Arc and how would it improve connectivity with such places as Milton Keynes and Bedford that were difficult to reach by public transport.
 - Any housing growth that happens would need to take into account the environmental principals.
 - There should be an acknowledgement of growth that has already happened in the identified area and lessons learnt and what those developments looked like now and look at how the new communities within the Arc would impact on the existing communities and interact with them.
 - Concern was raised that Development Corporations would be set up and be given planning powers which would then cut out the Local Authority planning powers.
 - The Cabinet Member should ensure that feedback was sought from the residents of Peterborough.
- Members were advised that whilst there were not many answers in the current consultation it provided an opportunity to give the answers and say what Peterborough wanted.
- There was a Growth Body being established for the Arc which would be over and above the Mayor and Combined Authority.
- Members commented that certain elements of the Growth Arc could be positive. East West Rail were going to put a connection in between Oxford and Cambridge which would connect with the East Coast mainline near St Neots. The consultation provided

an opportunity for the council to say that they would like a more integrated service with Peterborough.

- Members commented that in some areas the Growth Arc was a big issue but very little had been mentioned about it in Peterborough.
- Members were pleased to note that the report referred to five shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc which had been produced by the OxCam Arc Environment Working Group, and that the 'principles' have been set to effectively create a 'Green Arc'.
- Members referred to the Green Arc and wanted to see Peterborough become a leading research city and manufacturing hub for net zero carbon technologies. To stimulate a green economy there would need to be a place regionally where there was production, manufacturing, apprenticeships and development of skills in young people around a green economy.
- Members commented that the document appeared to be a similar document to the Regional Spatial Strategy. Concern was raised at the timeframe and the pace at which the document would be produced and questioned whether it would allow for the proper level of scrutiny to take place. Members were informed that the document did look similar to a combination of what was the Regional Spatial Strategy and the Regional Economic Strategy but unlike those documents the OxCam Arc would not be subject to scrutiny from an independent expert but would go through a similar process to the Regional Planning Policies set by Parliament. Officers shared the concern of Members regarding the short timeframe that had been put in place to produce the strategy.
- Members commented that the strategy was an opening vision document but that it should include floor targets on such things as health outcomes and good housing.
- It was suggested that the draft response to the document be circulated to the committee Members prior to submission for comment.
- Members suggested that all councillors should have the opportunity to answer the questions in the consultation document and members of the public should be encouraged to also feed into the consultation. Members were informed that the Combined Authority had been encouraging people across Cambridgeshire to get involved and feed into the consultation. The Executive Director, Place and Economy advised Members that more could be done to make the residents of Peterborough aware of the consultation and how they could provide feedback and share their views with the council. Officers would speak to the Communications team to see how awareness of the consultation could be raised and ways of encouraging local residents to share their views with the council.
- Members sought clarification as to whether Peterborough would receive localised results on the consultation and if not, could this be requested. Officers advised that they would ask if this could be done but was not sure if it would be possible.
- Officers confirmed that each consultation stage would be brought back to the committee for input as and when they were made public.
- Members suggested that the second phase of the consultation be brought before an All Party Policy meeting.

ACTIONS AGREED:

1. The Growth, Environment and Resources Scrutiny Committee considered the report and **RESOLVED** to:
 - Note that Government intends to prepare an Oxford Cambridge Arc Spatial Framework, within which Peterborough sits, and that a round 1 (of 3) consultation is currently underway, closing 12 October 2021; and
 - Provide any comments on the consultation proposals, with such comments to be reported to the Cabinet Member for Strategic Planning and Commercial Strategy

and Investment for the purpose of helping to establishing the Council's formal response to the consultation. Those comments to be taken from the discussions held at this meeting.

- Note that the Cabinet Member will be responsible for the final consultation response, by way of a Cabinet Member Decision Notice (CMDN)
2. The Growth, Environment and Resources Scrutiny Committee also requested that the Strategic Planning Manager
- a. Contact the Communications team to see how awareness of the consultation could be raised and to find ways of encouraging local residents to share their views with the council.
 - b. Arrange for the draft response to be circulated to the committee prior to submission.
 - c. Ask if Peterborough could receive localised results on the consultation.
 - d. Arrange for the second phase of the OxCam Arc consultation to be presented to an All Party Policy meeting when available
 - e. Arrange for each consultation phase to be brought back to the committee for comment.

16. MONITORING SCRUTINY RECOMMENDATIONS

The Growth, Environment and Resources Scrutiny Committee considered the list of recommendations which were attached at Appendix 1 of the report and agreed to note the progress status of each recommendation as ongoing.

ACTIONS AGREED:

The Growth, Environment and Resources Scrutiny Committee considered the report and **RESOLVED** to note that the recommendations made at previous meetings as listed in Appendix 1 of the report were to remain as ongoing.

17. FORWARD PLAN OF EXECUTIVE DECISIONS

The Chair introduced the report which invited members to consider the most recent version of the Forward Plan of Executive Decisions and identify any relevant items for inclusion within the Committee's work programme or to request further information. No requests for further information were made.

ACTIONS AGREED:

The Growth, Environment and Resources Scrutiny Committee **RESOLVED** to consider the Forward Plan of Executive Decisions.

18. WORK PROGRAMME 2021/22

The Chair presented the report which considered the work programme for the municipal year 2021/22 and asked Members if they had any further items to add to the work programme.

It was confirmed that the portfolio progress report from the Cabinet Member for Waste, Street Scene and the Environment (inc. Brown bins) which had been deferred from the September meeting would be presented at the November meeting.

It was suggested that the committee may wish to receive the final report of the Cambridgeshire and Peterborough Independent Commission on Climate which was due in October.

19. It was noted that the date of the next meeting was 10 November 2021.

7pm – 9.04 pm

CHAIRMAN

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GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE	AGENDA ITEM No. 5
3 NOVEMBER 2021	PUBLIC REPORT

Report of:	Steve Cox, Executive Director Place & Economy	
Cabinet Member(s) responsible:	Cllr Peter Hiller, Cabinet Member for Strategic Planning, Commercial Strategy and Investment	
Contact Officer(s):	Lewis Banks - Transport & Environment Manager	Tel. 01733 317465

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) - REVIEW

RECOMMENDATIONS	
FROM: Steve Cox, Executive Director, Place and Economy	Deadline date: 3 November 2021
<p>It is recommended that the Growth, Environment and Resources Scrutiny Committee:</p> <ol style="list-style-type: none"> 1. Consider, and make comments as it sees fit, in respect of the Council's draft Local Cycling and Walking Infrastructure Plan. 	

1. ORIGIN OF REPORT

1.1 The Growth, Environment and Resources Scrutiny Committee have requested that a report on the Local Cycling and Walking Infrastructure Plan is provided for their meeting on 3 November 2021.

2. PURPOSE AND REASON FOR REPORT

2.1 Following the publication of the Governments Cycling and Walking Investment Strategy (CWIS) it was recommended that local authorities should develop Local Cycling and Walking Infrastructure Plans (LCWIP's) for their area. While the preparation of an LCWIP is not mandatory, the Department for Transport (DfT) has advised that Local Authorities who have LCWIP's will be best placed to make the case for future investment.

Peterborough City Council were successfully awarded technical support from the DfT to produce a LCWIP for the urban area of Peterborough. The draft LCWIP has now been completed and is available for review by the Growth, Environment and Resources Scrutiny Committee.

2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference Part 3, Section 4 - Overview and Scrutiny

Functions, paragraph no, 2.1 Functions determined by Council:

- 2. Environment Capital
- 4. Transport Highways and Road Traffic

2.4 The LCWIP will have an impact on a number of Council priorities because transport / highway provision can facilitate a number of improvements:

Drive growth, regeneration and economic development for example by improving highway capacity by enabling more people to make short journeys by walking and cycling.

Contribute to the Climate Emergency net zero targets, for example by increasing the number of people travelling sustainably.

Achieve the best health and wellbeing for the city for example by improving walking and cycling provisions.

On 24 July 2019 the Council declared a Climate Emergency that requires urgent action. The Council has committed to a number of actions in order to achieve this which have transport implications including:

Ensure that all strategic decisions, budgets and approaches to planning decisions are in line with a shift to zero carbon by 2030.

Support and work with all other relevant agencies towards making the entire area zero carbon within the same timescale.

Request that Council Scrutiny Panels consider the impact of climate change and the environment when reviewing Council policies and strategies.

Call on the UK Government to provide the powers, resources and help with funding to make this possible, and ask local MPs to do likewise.

Consider other actions that could be implemented, including (but not restricted to), providing electric vehicle infrastructure and encouraging alternatives to private car use.

3. **TIMESCALES**

Is this a Major Policy Item/Statutory Plan?	YES	If yes, date for Cabinet meeting	TBD
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4. **BACKGROUND AND KEY ISSUES**

4.1 In 2020 the Government published 'Gear Change: A bold vision for cycling and walking'. The ambition is to make England an active travel nation, and to take action to tackle the main barriers to walking and cycling. The Government identifies the need to attract people to active travel by building better quality infrastructure, making streets better for everyone, and the need to make sure people feel safe and confident cycling. To deliver this, they have committed to ensure active travel is embedded in wider policy making and want to encourage and empower local authorities to take bold decisions.

LCWIPs provide a new strategic approach to identifying cycling and walking improvements at the local level. They aim to enable a long-term approach to forming local cycling and walking networks, ideally over a 10 year period, and form a fundamental part of the Government's strategy to increase the number of trips made on foot or by bicycle.

The Council aims to support the Government's ambition by taking a strategic approach to improving environments for cycling and walking and the LCWIP will assist the Council to:

Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term.

Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies.

Make the case for future funding for cycling and walking infrastructure.

The key outputs of this draft LCWIP are:

A network plan for cycling and walking which identifies the preferred routes for future development that have the greatest potential to increase the numbers of people choosing to walk and cycle in the future.

A prioritised programme of conceptual high level infrastructure improvements for investment in the future.

A report which sets out the underlying analysis carried out and provides a narrative which supports the identified conceptual improvements and network.

The Council has adopted the principles set out in the new Government LTN 1/20 national guidance for highway authorities and designers that aims to help cycling become a form of mass transit in many more places. Compliance with LTN 1/20 will present particular challenges when looking at the types of infrastructure that can be installed on the current identified routes.

The next stage of the LCWIP development will need to reassess the routes and look at feasibility and alternatives (where compliance cannot be achieved). The Government intends that all proposed schemes will be checked by a new inspectorate against the summary principles before funding is agreed and that finished schemes will be inspected as appropriate to ensure that they have been delivered in compliance with them. It will be a condition of any future Government funding for new cycle infrastructure that it is designed in a way that is consistent with this national guidance.

The schemes identified are purely indicative at this time, and more comprehensive designs and concepts will need to be determined by more detailed studies. Delivery of the plan will be evidence led, based on a range of data sources and informed by the Cycling and Walking Member Working Group, residents and local groups in Peterborough and Cambridgeshire (including people who do not currently cycle or walk on a regular basis) to develop this plan further and look at the options, challenges and opportunities of the current routes and potential new or alternative routes.

The LCWIP is a live document and will be reviewed and updated periodically to reflect progress and the future development of the city. At this stage, the LCWIP is concentrated on the primary corridors, connecting origins to strategic destinations.

5. CONSULTATION

5.1 The draft LCWIP has been produced in collaboration with a range of stakeholders, officers and the public. The Peterborough Cycle Forum, WSP and Sustrans have provided some feedback which will be considered during the next stage of development.

5.2 Once the LCWIP has been reviewed (that takes into consideration the feedback received along with compliance to LTN 1/20) consultation will be undertaken again with a range of stakeholders (public, officers, the Working Group, Sustrans, Cycle

Forum, disability groups, CPCA etc.) to ensure that a collaborative approach is adopted prior to the plan being finalised.

6. ANTICIPATED OUTCOMES OR IMPACT

- 6.1 It is anticipated that the Committee will make a number of comments that will be taken forward as part of the LCWIP review.

7. REASON FOR THE RECOMMENDATION

- 7.1 The majority of journeys in Peterborough are less than 5km long, so there is a huge potential to increase active and sustainable travel modes if the infrastructure is in place. One way to alter peoples travel habits is to provide safe environments in which to navigate the city by foot or bicycle, so additional good quality cycling and walking infrastructure needs to be built.

The LCWIP will enable the Council to tackle many of the crucial infrastructure related issues that are currently preventing people from making journeys by walking and cycling in Peterborough.

Peterborough wishes to show it is serious about increasing the number of trips made by sustainable modes by developing the LCWIP and continuing to seek funding and opportunities to enhance the walking and cycling network in the future. The Council believes that increasing the number of people choosing to walk and cycle is essential to improving people's lives and creating a better city to live, work and visit.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 To not produce a LCWIP. This has been discounted because the Council needs to increase the number of journeys made by foot and bicycle. Increased walking and cycling is good for the city as it will cut congestion, support the growth agenda, support the climate emergency, and is good for health and well-being.

To select different routes. This will be considered as part of the next phase, in collaboration with the Member Working Group as well as through the public consultation.

9. IMPLICATIONS

Financial Implications

- 9.1 There are no financial implications with this report.

Legal Implications

- 9.2 There are no legal implications with this report and the LCWIP has been produced by following Department for Transport guidance.

Equalities Implications

- 9.3 There are no equalities implications with this report.

Rural Implications

- 9.4 There are no rural implications with this report.

9.5 Carbon Impact Assessment

It is recognised that the current stage of the LCWIP will have no impact on carbon emissions. The work to be undertaken solely focuses on completion of the LCWIP including detailed feasibility studies and designs, no adverse effect on the environment is expected as a result of this work. However, this will be reviewed again when any schemes progress onto the construction phase.

10. BACKGROUND DOCUMENTS

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

DfT Cycle Infrastructure LTN 1/20 Guidance:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

DfT Gear Change, A bold vision for cycling and walking:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

11. APPENDICES

11.1 Appendix 1 – [Peterborough Local Cycling and Walking Infrastructure Plan](#)

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Peterborough City Council Local Cycling and Walking Infrastructure Plan 2020 - 2029

This is the first iteration of Peterborough City Council's Local Cycling and Walking Infrastructure Plan (LCWIP).

This LCWIP aims to provide the context and network planning to prioritise a list of walking and cycling routes that should be targeted for improvement in the future. The routes identified offer the greatest opportunity to increase numbers of walking and cycling trips in Peterborough and have been prioritised using a range of factors and objectives.

The schemes identified are purely indicative at this time, and more comprehensive designs and concepts will need to be determined by more detailed studies.

Local user knowledge is a key source of information and PCC welcomes input in developing the strategic network of schemes. Delivery of the plan will be evidence led, based on a range of data sources and informed by the views and aspirations of residents, visitors and local groups in Peterborough and Cambridgeshire, including people who do not currently cycle or walk on a regular basis.

The LCWIP is a live document and will be reviewed and updated periodically to reflect progress and the future development of the City. At this stage, the LCWIP has concentrated on the primary corridors, connecting origins to strategic destinations. The LCWIP will be developed over time to reflect any updated information and studies regarding walking and cycling and to increase network coverage to rural and village locations.

Please send all comments and feedback to:

Rebecca.Presland@peterborough.gov.uk

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1. Introduction

1.1 Purpose

In 2017, the first Cycling and Walking Investment Strategy (CWIS) was published by the Department for Transport (DfT). The CWIS document sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys, or as part of longer journeys. The CWIS supports the transformation of local areas: which will tackle congestion, extend opportunity to improve physical and mental health, and support local economies.

The Strategy's aims and targets, by 2025, are to:

- double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and to work towards developing the evidence base over the next year.
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and to work towards developing the evidence base over the next year.
- increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

By 2040 the Governments ambition is to deliver:

BETTER SAFETY – ‘A safe and reliable way to travel for short journeys’
<ul style="list-style-type: none">• streets where cyclists and pedestrians feel they belong, and are safe• better connected communities• safer traffic speeds, with lower speed limits where appropriate to the local area• cycle training opportunities for all children
BETTER MOBILITY – ‘More people cycling and walking – easy, normal and enjoyable’
<ul style="list-style-type: none">• more high quality cycling facilities• more urban areas that are considered walkable• rural roads which provide improved safety for walking and cycling• more networks of routes around public transport hubs and town centres, with safe paths along busy roads• better links to schools and workplaces• technological innovations that can promote more and safer walking and cycling• behaviour change opportunities to support increased walking and cycling• better integrated routes for those with disabilities or health conditions
BETTER STREETS – ‘Places that have cycling and walking at their heart’
<ul style="list-style-type: none">• places designed for people of all abilities and ages so they can choose to walk or cycle with ease• improved public realm• better planning for walking and cycling• more community-based activities, such as led rides and play streets where local places want them• A wider green network of paths, routes and open spaces

Following the publication of the CWIS, government guidance recommended that local authorities should develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for their area. While the preparation of an LCWIP is non-mandatory, the Department for Transport (DfT) has advised that Local Authorities who have plans will be well placed to make the case for future investment.

LCWIPs provide a new strategic approach to identifying cycling and walking improvements at the local level. They aim to enable a long-term approach to forming local cycling and walking networks, ideally over a 10 year period, and form a fundamental part of the Government's strategy to increase the number of trips made on foot or by bicycle.

Peterborough City Council (PCC) aims to support the Government's ambition, and this document provides the first iteration of the LCWIP for Peterborough. By taking a strategic approach to improving environments for cycling and walking, this LCWIP will assist PCC to:

- identify cycling and walking infrastructure improvements for future investment in the short, medium and long term
- ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies
- make the case for future funding for cycling and walking infrastructure

No ring-fenced funding is currently available from Central Government, any funding for walking and cycling infrastructure will be generated through:

- Ad-hoc funding bids
- New developments S106
- PCC / Cambridgeshire and Peterborough Combined Authority (CPCA) capital and maintenance budgets CPCA
- Central Government funding streams

The DfT has published a technical guidance document which outlines the full process for developing an LCWIP. This document was used as a guide to develop the LCWIP for PCC and can be accessed using the following link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

The key outputs of this LCWIP are:

- 1) a network plan for cycling and walking which identifies the preferred routes for future development that have the greatest potential to increase the numbers of people choosing to walk and cycle in the future
- 2) a prioritised programme of conceptual high level infrastructure improvements for investment in the future
- 3) a report which sets out the underlying analysis carried out and provides a narrative which supports the identified conceptual improvements and network.

1.2 Why has Peterborough Produced a LCWIP?

PCC acknowledges the positive impact that increased numbers of people travelling by walking or cycling in the city would have on a range of factors, such as congestion, health and wellbeing, the environment and on communities. It is important to move away from a culture where the car is the

dominant mode of transport towards one where the car is one transport choice within a range of other realistic travel options. This LCWIP will contribute towards this goal.

Accessibility

Walking and cycling are the two most sustainable and accessible methods of transport and PCC's ambition is to make walking and cycling the first choice for shorter journeys in Peterborough or segments of longer journeys. Cycling and walking schemes support the vision of the Strategic Spatial Framework for Cambridgeshire and Peterborough by providing cheap, accessible and active forms of transport that address the health and social implications of inactivity experienced by communities. Social inclusion and access to employment opportunities are also reinforced through the development of spaces that connect people with movement and place.

Behaviour Change

Peterborough recognises that network planning allows for behaviour change planning. In order to achieve the ambitious Government targets noted in section 1.1 a tailored package of behaviour change interventions, alongside the provision of high quality infrastructure is recommended. PCC has been at the forefront of a number of successful behaviour change programmes for many years, working with schools, businesses and the community through the sustainable travel initiative, branded locally as Travelchoice.

Since 2004 behavioural change campaigns have been running across the city, to encourage people to adopt sustainable modes of travel have realised a cumulative increase of 18% in cycling, scooting and walking trips to local primary schools, a reduction of 11% in single occupancy car travel by staff across range of businesses and a 7% increase in people opting to car share for commuting journeys. This LCWIP will enable behaviour change interventions to be tailored and complementary to any improvements to infrastructure in the future.

Climate Action

The United Nations Intergovernmental Panel on Climate Change (IPCC) has warned that a rise in temperatures of just 1.5 degrees could lead to ecological, environmental and humanitarian disaster. The Panel concludes we require rapid, far reaching and unprecedented changes in all aspects of society to avoid this.

Active travel plays a vital role in achieving reductions in carbon. Around a quarter of the UK's greenhouse gas emissions come from transport, and in 2017 over 90% of total domestic transport greenhouse gas emissions were from road transport. Road transport is the single biggest contributor to poor air quality and is responsible for some 80% of roadside nitrogen dioxide concentrations (Department for Transport, Transport Statistics Great Britain 2017, November 2017, page 13)

PCC recognises the very real challenge of climate change, the emergency we face and its impact on health, safety and wellbeing of our residents and people around the world. The On the 26th July 2019, PCC declared a 'Climate Emergency' and committed to reduce organisational carbon emissions to net-zero by 2030. PCC have also committed to lead by example and work with residents, young people and businesses across Peterborough to help the city achieve the same. Leader of the Council, Councillor John Holdich said that he was, "in no doubt that action taken locally can make a difference. A local contribution to the global problem may be small, but it helps. But it also sends a message. A message that Peterborough acknowledges that humans must change their ways. A message that we are with you, will support you, will help you, if you care about the environment and want to address this emergency that we now face."

Air Quality

Whilst the work undertaken by the Pollution Control team in Peterborough demonstrates that there are currently no air quality exceedances in Peterborough, it is recognised that as one of the UK's fastest growing cities this could change in the foreseeable future. This is evidenced by data released by the DfT who collate road traffic statistics to provide estimates of the vehicle miles travelled each year in Great Britain by vehicle type, road category and region. Data for Peterborough shows that since 2013 the number of miles travelled on all Peterborough roads has increased from 1.08 billion to 1.24 billion in 2017 representing a 15% increase. This compares to a 12% increase in road traffic across the East of England (source: <https://roadtraffic.dft.gov.uk/regions/7>) and an 8% increase across Great Britain (source: <https://roadtraffic.dft.gov.uk/summary>).

Poor air quality has significant impacts on human health. There is increasing scientific evidence and public recognition that air pollution is associated with adverse health impacts throughout the human life cycle, contributing to heart disease, stroke, chronic obstructive pulmonary disease and lung cancer. Particulates are known to have negative health impacts, even at very low concentrations. Every car journey which is replaced by a walking or cycling trip directly reduces harmful emissions, and therefore enabling people to walk and cycle plays a key role in tackling poor air quality.

Economic Development

PCC recognises that cycling and walking schemes can enhance housing and development by providing areas for physical activity and social inclusion. Research by Transport for London (TfL) as part of their Liveable Neighbourhoods project in 2019 has shown that house prices can increase in areas that provide high quality infrastructure for cycling and walking. Revitalisation of local high streets can be realised through the delivery of spaces and streets that prioritise active travel.

PCC's LCWIP takes a long-term approach to developing a comprehensive local cycling and walking network, and will assist in achieving three fundamental objectives:

- 1) serving the highest possible levels of walking and cycling.
- 2) facilitating the highest possible levels of short journeys to be made by walking and cycling.
- 3) provide for areas with high levels of growth and development.

The Peterborough Local Plan (adopted July 2019) identifies the need to build 17,470 new homes and create 17,600 new jobs by 2036. In addition, a new University of Peterborough will have capacity for 12,500 undergraduate students, with 8,000 students and 1,250 staff forecast by 2035. The changing and growing landscape of Peterborough makes a compelling case for strategic planning of the current and future walking and cycling networks. Research internationally and from London suggests that businesses are more successful if they are in areas where pedestrians are prioritised. This is likely because if places are pleasant to spend time in, then people are more likely to stay, and spend money in shops, restaurants and other facilities. ('Economic Benefits of Walking and Cycling', TfL: <https://bit.ly/2gQhfHR>).

Peterborough has an extensive and well integrated road network, linked by a system of parkways. However congestion and delay are forecast to increase, particularly in peak periods and so it is vital that walking and cycling are recognised as desirable choices for shorter journeys or as part of a longer journey. By removing short trips off the road network users that have to travel by car will experience less congestion and quicker journey times.

The majority of journeys in Peterborough are less than 3 miles long, and so there is a huge potential to increase active and sustainable travel modes if the infrastructure is in place. One way to alter

peoples travel habits is to provide safe environments in which to navigate the city by foot or bicycle, and so good quality cycling and walking infrastructure needs to be built. The LCWIP will enable PCC to tackle many of the crucial infrastructure related issues that are currently preventing people from making these journeys by walking and cycling in Peterborough.

Covid-19

PCC has responded to the challenges brought about by Covid-19 by installing temporary infrastructure measures to support increased levels of walking and cycling and to facilitate safe social distancing in line with guidance. Given the dramatic short-term impact on public transport capacity, PCC will continue to work together with the CPCA to identify how elements of this LCWIP can be accelerated to ensure that walking and cycling infrastructure is a viable alternative to those who cannot travel by public transport while social distancing is still in place. It is important that the city works to enhance the opportunities that arise from ‘the new normal’, one of which is the potential for increased walking and cycling trips and the benefits that this change could bring to our health, the economy and the environment.

Cross Party Cycling and Walking Group

A PCC Cross Party member Walking and Cycling Working Group was established in November 2020. The overarching purpose for the Working Group is to consider measures that can be taken to support active travel across the city and to help speed up actions relating to delivering cycling and walking measures in Peterborough. The Working Group have been integral to the creation of the LCWIP for Peterborough and will continue to inform its further development and implementation in the future.

1.3 LCWIP Structure

Due to the differing nature of cycling and walking modes of travel for everyday journeys to access employment, education, retail, and leisure opportunities, separate approaches have been taken when planning and identifying improvements. This LCWIP has thus been split into 6 stages as detailed in Table 1.1 below:

Table 1.1 LCWIP stages

Stage	Name	Description
1	Determining Scope	Establish the geographical scope of the LCWIP and identification of the existing walking and cycling network.
2	Gathering Information	Identify existing patterns for cycling and walking and potential new journeys. Review existing conditions and identify barriers. Review related transport and land use policies.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes, audit routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes. Audit existing provisions and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.

6	Integration and Application	Integrate outputs into local planning and transport policies, strategies and delivery plans.
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This LCWIP provides a foundation for PCC to develop and is an ideal opportunity to challenge the existing and future road layout and to determine the priorities moving forward, particularly the role of active travel in facilitating increased demand on the network.

2. Determining Scope

2.1 Establishing the Geographical Extent

The scope of this LCWIP covers the urban and suburban areas of the City of Peterborough. In addition to the City Centre. Peterborough contains a number of destination hubs that are likely to host high numbers of walking and cycling trips. It is deemed suitable to consider these “sub areas” alongside the City Centre as they may have the potential to grant a high number of new trips. All areas within Peterborough fall under the same authority of PCC.

Cycling trips have been limited to distances of 5km, connecting attraction areas (such as shopping centres, the City Centre, and employment areas) and residential areas.

Walking trips have been limited to 2km distances, and branch out from the identified Core Walking Zones (CWZs).

2.2 Peterborough’s Existing Walking and Cycling Network

Although the City Centre area is very walkable, other areas are less amenable, reflecting the previous highway design approach where the needs of motor vehicles were put first among other road users, and pedestrians were segregated or neglected. The main issues concerning the current walking network provisions are:

- Obstructions – poorly located street furniture, bus shelters, traffic signs etc.
- Temporary obstructions – construction site hoardings, traffic regulation signs etc.
- Excessive guard railing and bollards
- Illegal parking on footways
- Cycling on footways
- Maintenance – cleanliness, soft landscaping, graffiti, street furniture
- Lack of, or poorly maintained dropped kerbs, tactile paving and colour contrast
- Lack of crossing opportunities
- Lack of signalised junctions
- Fear of safety, lack of surveillance and lighting
- Convoluted routes

As part of the New Town phase of development in the late 1970s and early 1980s Peterborough built up an extensive network of over 250km of dedicated cycle-way’s, which are mainly segregated routes. However much of this infrastructure is now coming to the end of its serviceable life and requires maintenance and significant improvement. The main issues identified with the current cycle network provisions are:

- Lack of dedicated cycling space
- Illegal cycling on footways
- Narrow shared use footways
- Lack of space for comfortable cycling on-carriageway
- Low quality cycling infrastructure
- Poor route continuity
- Lack of support for cyclists at junctions
- Clarity and consistency of signage
- Lack of secure cycle parking
- Maintenance issues - cleanliness, soft landscaping, graffiti etc.

- On street and illegal parking
- Fear of safety, lack of surveillance and lighting

The Primary Cycle Network (PCN) is a series of eleven key strategic cycle-way's that aim to provide routes that are:

- Well connected
- Continuous
- Safe

The PCN links all major townships to the City Centre and other important education and employment sites. Encapsulating the entire network is the Green Wheel which is 70km of cycle routes which are:

- Sign-posted
- Mostly traffic free
- In rural locations
- That take in some of Peterborough's most picturesque countryside and villages

The Peterborough Cycle Map can be accessed using the following link:

<https://travelchoice.org.uk/resources/consectetur-adipiscing-elit-sed-do-eiusmod-tempor-2/>

3. Gathering Information

3.1 Overview

The LCWIP is evidence-led and based on data that evaluates a number of existing and potential trips that could feasibly be made on foot or by bicycle if conditions were to be improved. A range of tools, were used to examine the data to inform the LCWIP. These are explored further in this section of the document.

Information was gathered under the following themes:

- **Transport network** – including the existing walking and cycling network, along with synergies with other planned and proposed transport and land use schemes that potentially could have an impact on walking and cycling
- **Travel patterns** – data about existing walking and cycling trips, and journeys that people currently make using other modes of transport. This information was collected to identify where cycling and walking might be able to form all or part of a journey
- **Location of significant trip generators** – location and size of existing and planned trip generators, such as key employment sites, transport interchanges, education facilities and housing developments
- **Perception of existing facilities** – qualitative information was gathered to ascertain people’s concerns about cycling and walking in Peterborough along with feedback on what infrastructure they would like to see in the city.

It should be noted that Peterborough holds only a limited local data set to inform the development of the LCWIP. The majority of data used is predominantly based on the 2011 Census. Due to its age, this means that the data quality is decayed, and doesn’t take into account developments, regeneration and infrastructure changes that have occurred since the census was undertaken. Additionally, the data used includes only commuting trips, not business or leisure. These trips are however a good starting point in which to build on in the future and have the most potential to increase walking and cycling trips in the short term. Acquiring new data would involve a costly (both monetary and temporal) data collection exercise, to be carefully considered for future reviews and updates.

3.2 Propensity to Cycle Tool (PCT)

The DfT Propensity to Cycle Tool (PCT) was used for analysing existing and potential cycling trips. The PCT is designed to assist transport planners and policy makers when prioritising investments and interventions to promote cycling.

The PCT contains an interactive map that highlights the current and potential future distribution of commuter cycling trips under different potential future growth scenarios. This was used to inform the LCWIP as it provides numerical and graphical outputs. Examples of outputs include, estimated numbers of cyclists in an area, estimated number of cyclists along straight ‘desire’ lines, and estimated number of cyclists mapped to the current network.

4. Network Planning for Cycling

4.1 Overview

This section describes the methodology adopted for the Network Planning for Cycling stage of Peterborough's LCWIP. During this stage an analysis of data and local knowledge was completed so that key routes could be identified. Once identified, physical route audits were undertaken to determine what high level infrastructure improvements could be utilised to make the routes more attractive to cyclists in the future.

4.2 Peterborough 'CycleFriendly' Report

As part of the Local Sustainable Transport Fund programme, Peterborough produced a CycleFriendly report in 2012. The aim of the report was to increase cycling from the city periphery into the City Centre through the identification of infrastructure improvements. The project reviews the infrastructure available for cycling, identifying physical barriers and suggesting improvement measures in order to prioritise cycling in the existing road user hierarchy. Although now dated in some areas, measures identified in the Cyclefriendly report were considered as part of the LCWIP process. (A copy of the CycleFriendly report can be obtained by contacting - travelchoice@peterborough.gov.uk).

4.3 Trip Generators

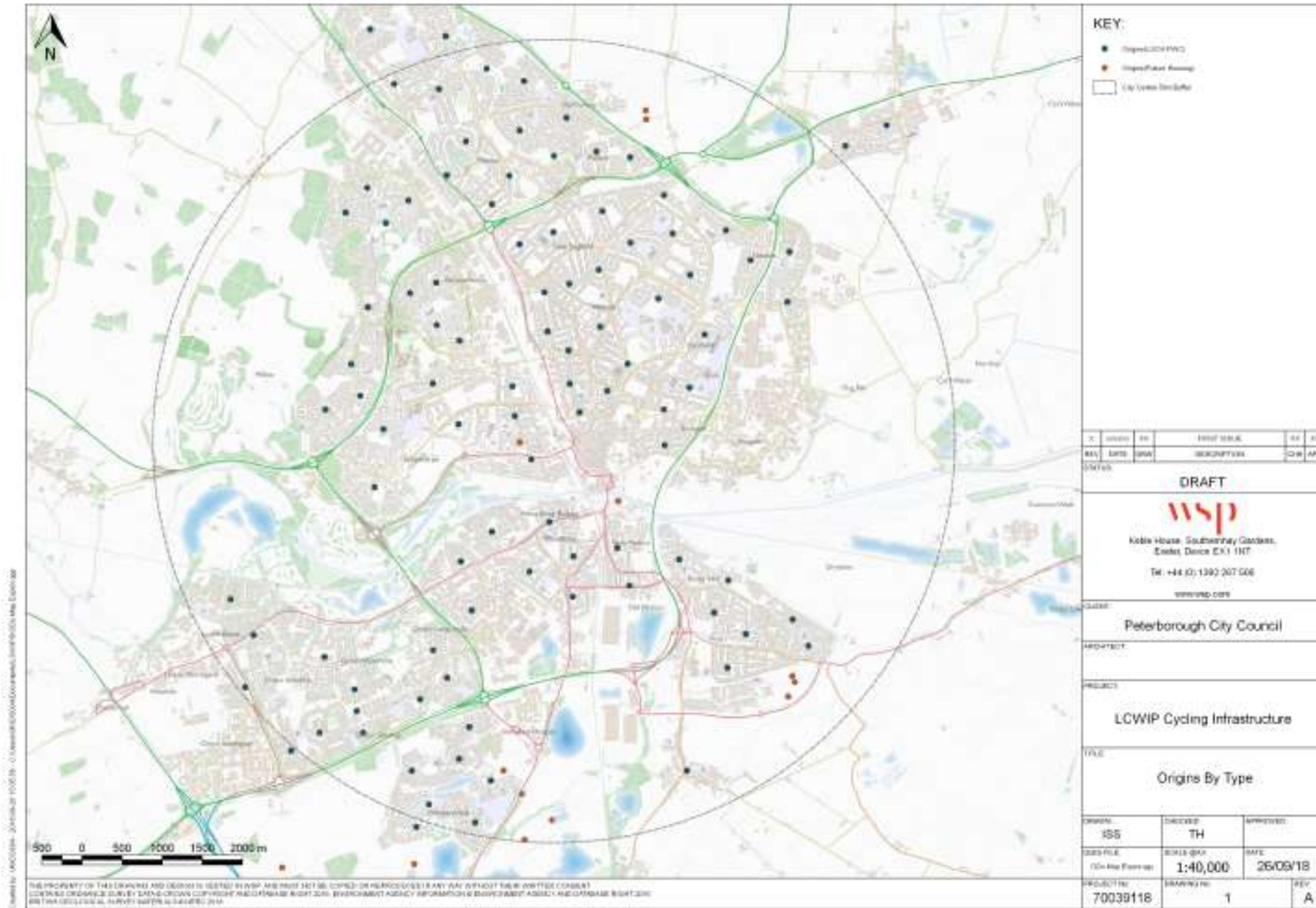
All trips have an origin and a destination. The LCWIP guidance states that identifying demand for a planned network should begin by mapping the main trip attractors across the city.

A number of significant trip attractors have been identified in Peterborough such as:

- The City Centre
- Parks & open spaces
- Large housing developments / residential areas (current and planned)
- Key employment sites
- Transport interchanges (train and bus station)
- Education facilities (schools, colleges, other higher education centres)
- Hospital sites
- Retail parks
- Community facilities
- Football stadium
- Leisure and tourist attractions

The origin and destination points are plotted in Figures 1 and 2 below.

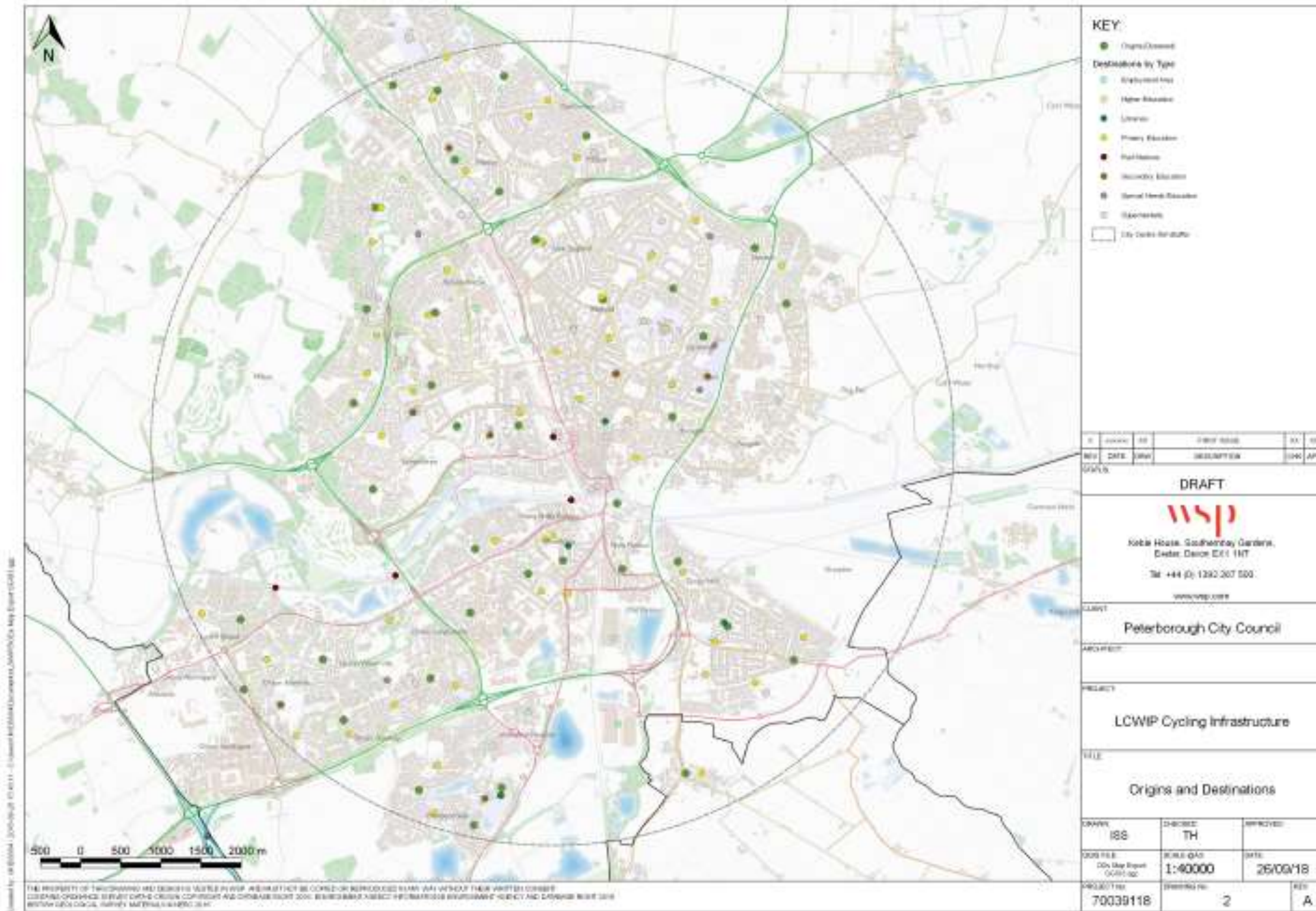
Figure 1 Origins by Type.



Origins by type have been determined using the following criteria:

- LSOA population weighted centroids from 2011 Census data, each centroid representing approximately 1500 people
- Limited to locations within 5km of the city centre (5km is taken as an approximate cycling distance that most people would be willing to undertake)
- Future Residential Developments - points represent future developments filtered to only include significant future potential origins (taken as 100 units and over)

Figure 2 Key Origins and Destinations.



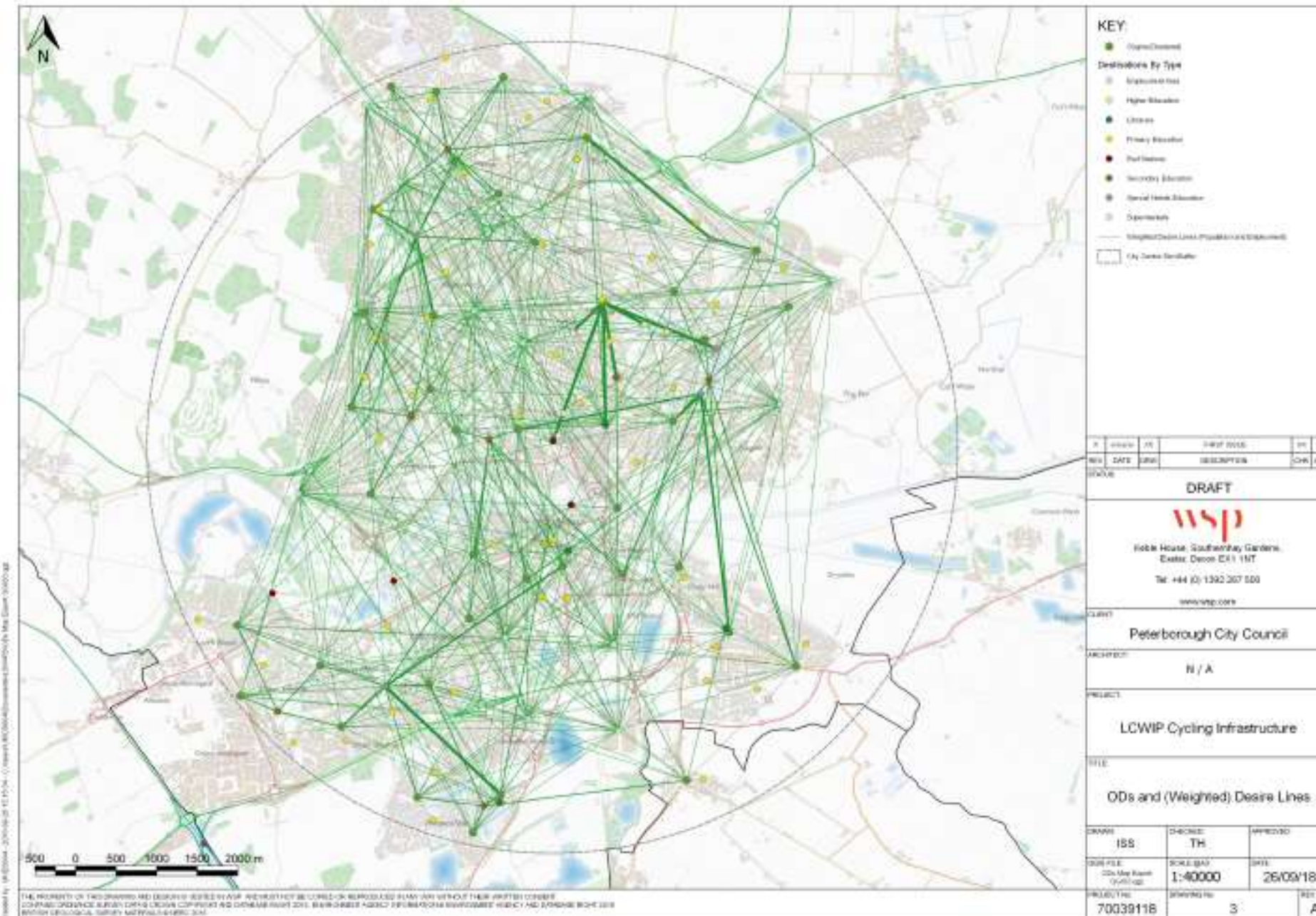
Origins and destinations have been determined using the following criteria:

- Origins are clustered, within a 550m radius of each other
- Destinations are split into two categories:
 - Class 1 attractors (town centres and key employment areas)
 - Class 2 attractors (all other destinations)

4.4 Identifying Desire Lines

Desire lines are defined as indicative straight flow lines between origin and destination points that do not need to follow existing links to roads or cycle routes. The LCWIP guidance recommends that once the origin and destination points have been identified, desire lines should be plotted between them to identify the principal movements to create the “best” network linking origins and destinations directly. The desire lines plotted for the Peterborough LCWIP are as shown in Figure 3 below.

Figure 3 Origins and Destinations with Desire Lines.

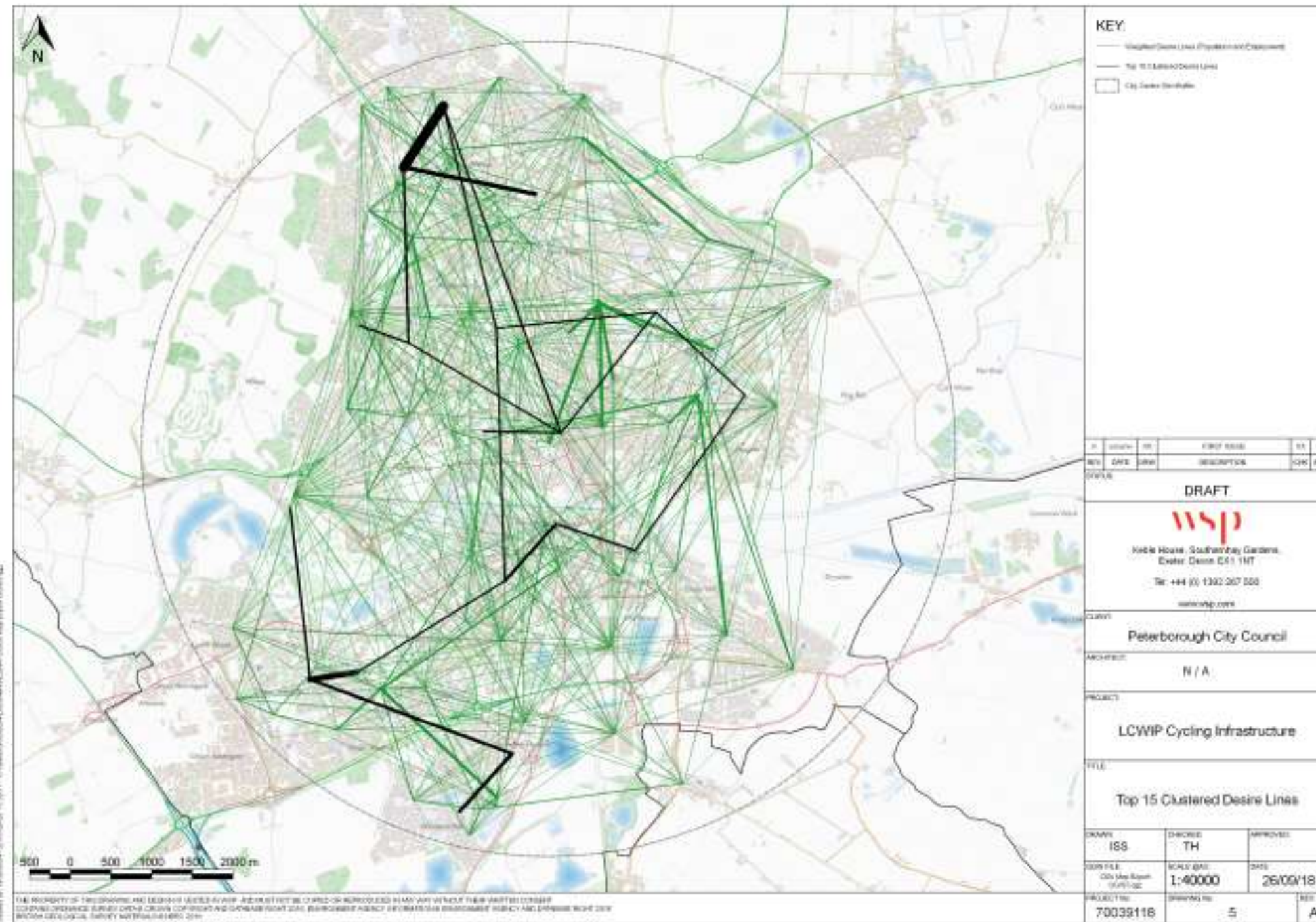


Origins and destinations have been determined using the following criteria:

- Desire lines are accorded relative weight using populations (origins) and jobs/proximities (destinations)
- Origins are weighted, taking 2.4 people per unit for the future developments
- Destinations are weighted by job numbers if available, or if data provided as polygon: 50% of area assumed as usable floor-space with 1 job per 30m² in this area
- All origin clusters connected to all class 1 attractors in the study area (town centres and key employment areas) and then the closest of each type
- Connections of over 5km filtered out (5km is taken as an approximate cycling distance that most people would be willing to undertake)

Once the desire lines were identified it was necessary to cluster trip generators in close proximity to each other to simplify the analysis and provide focus to identify the routes that estimate the highest number of potential trips. The priority desire lines effectively form corridors within which preferred route alignments and improvements will be identified. Figure 4 below, shows the top 15 clustered desire lines, overlain with the un-clustered desire lines.

Figure 4 Top clustered desire lines

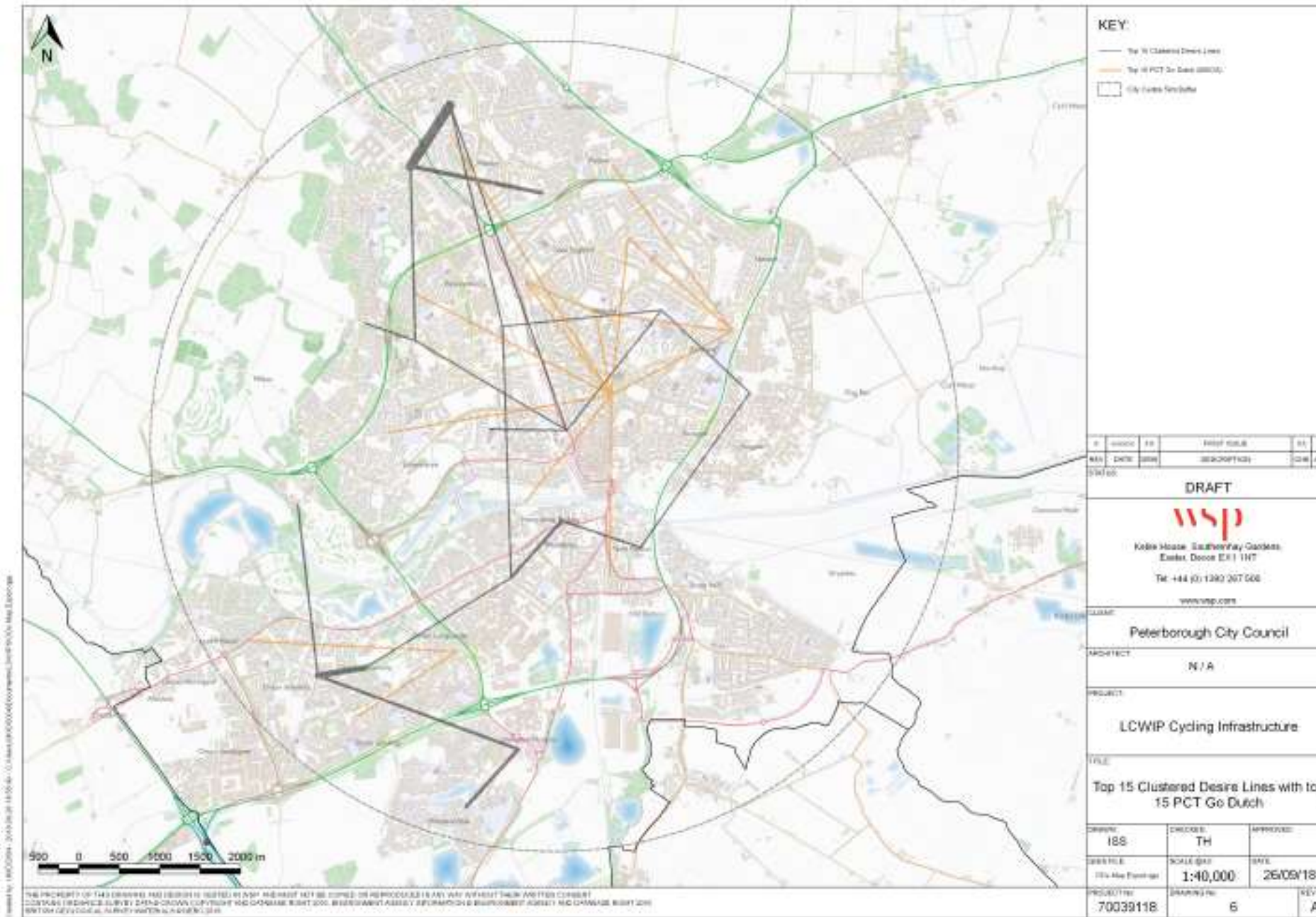


The final stage when considering desire lines is to forecast future commuter cycle flows using the Propensity to Cycle Tool (PCT). The PCT uses 2011 census journey to work data to forecast future cycle flows across a number of different scenarios, whilst also considering factors such as 'hilliness' and deprivation.

The PCT has been used to produce desire lines for the "Go Dutch" scenario. The Go Dutch scenario represents how cycling trips would be distributed across Peterborough, should its attitudes and provisions reflect those of a similar geographical area of the Netherlands. The Netherlands boasts one of the greatest rates of cycling trip rates in the world, and so is used as an example for authorities to understand the possible realistic increase in number of cycling trips that could be achieved.

The orange lines on Figure 5 show the top 15 desire lines for a Go Dutch Scenario, compared to the top 15 2011 Census desire lines.

Figure 5 Top clustered desire lines with top PCT 'Go Dutch' Lines



Both sets of desire lines were compared in order to ascertain the top 15 cycling routes. Figure 5 generally shows that trips converge is around the City Centre, but also that Fengate, the Orton Centre, and Peterborough City Hospital are big attractors of trips.

The LCWIP is a living document, which will be developed over time to include a more comprehensive network plan. The guidance acknowledges that it will take considerable time to develop a dense cycling network to fully facilitate journeys to a range of destinations. The scope of this iteration is limited by the number of corridors that could be audited. This stage of the LCWIP has concentrated on the primary corridors only, connecting strategic origins and destinations. Additional corridors will be identified and explored to enhance and expand the network in future iterations of the LCWIP.

The primary corridors that have been selected are based on data showing high flows of forecast cyclists along desire lines that link broad residential areas to significant trip attractors. These include:

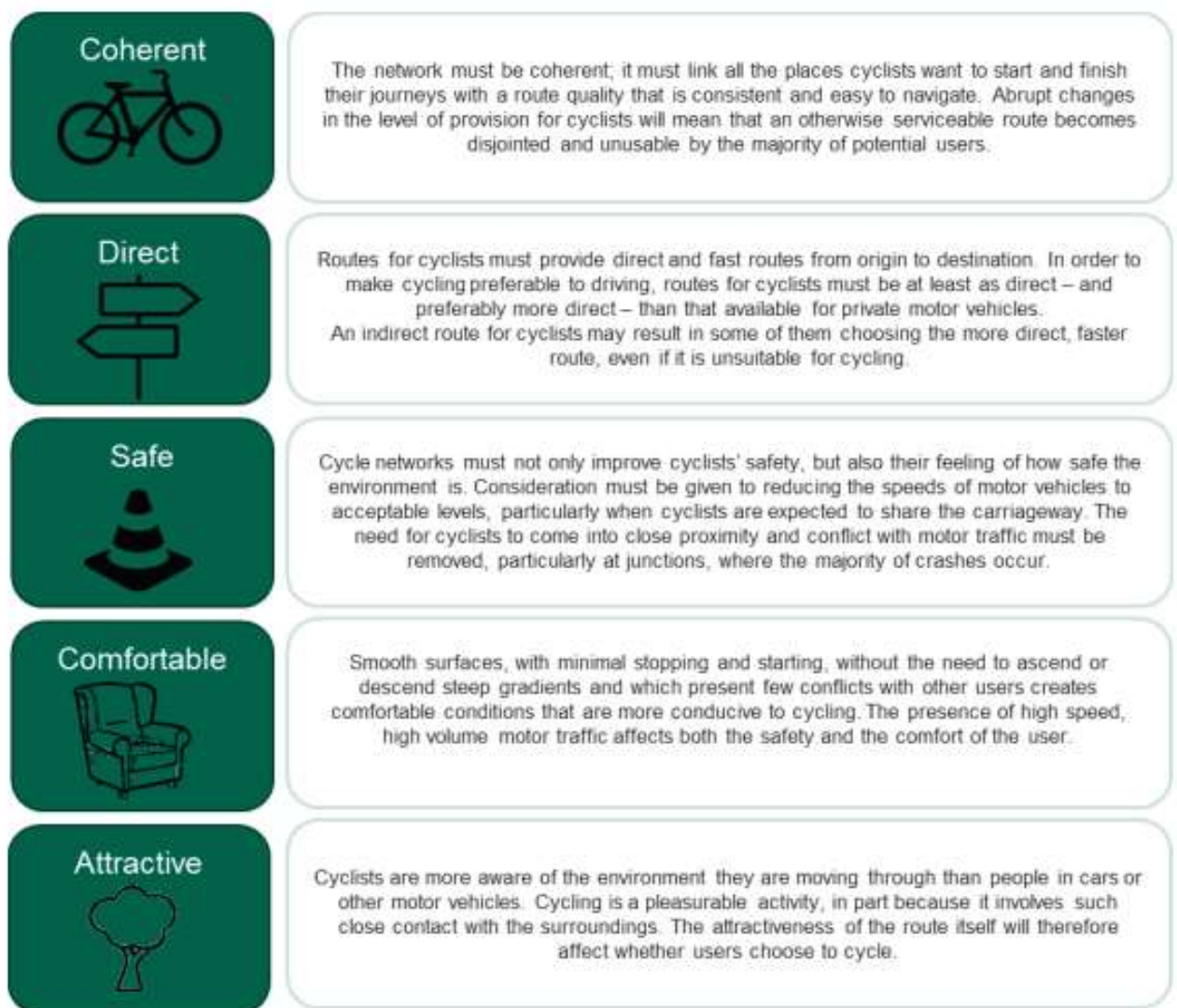
- Movements to and from the City Centre, which have a high concentration of economic activity and connections to transport interchanges (rail and bus stations);
- Connections to significant employment sites, retail centres, community hubs, the hospital and large education sites.

4.5 Core Design Outcomes and LTN 1/20

Core Design Outcomes

It is important to consider the attributes of the existing transport network and its suitability for cycling before converting desire lines into preferred routes to create a cycle network. Based on established best practice both internationally, (Dutch Design Manual for bicycle traffic (CROW): <http://www.crow.nl/publicaties/design-manual-for-bicycle-traffic>) and nationally, (TfL research points to safety, traffic and facilities being key barriers: <http://content.tfl.gov.uk/analysis-of-cycling-potential.pdf>) good routes for cycling realise the core design outcomes suggested by the Cycling Level of Service (CLOs) tool in the London Design Standards, (<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-thi-page-1>), as illustrated in Figure 6 below. The core design outcomes will be used to assess the routes and inform the improvements needed as part of the LCWIP route identification and audit process.

Figure 6 Core design outcomes for cycling.



Department for Transport Local Transport Note (LTN 1/20)

In July 2020 the Department for Transport published new national guidance for highway authorities and designers (LTN 1/20) to help cycling become a form of mass transit in many more places

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)

It states that cycling must no longer be treated as marginal, or an afterthought and must be seen as a means of everyday transport. The guidance sets out the much higher standards that are expected, and describes some of the failings common in the past, which will be strongly discouraged in future.









All proposed schemes will be checked by a new inspectorate against the summary principles before funding is agreed, and that finished schemes will be inspected as appropriate to ensure that they have been delivered in compliance with them. LTN 1/20 standards have been developed to reflect the latest developments and best practice in cycle infrastructure design, including proven design elements pioneered by Transport for London and by the Cycle Ambition Cities and in Wales under the Welsh Active Travel Design Guidance.

The design options include segregation from traffic, measures for cycling at junctions and roundabouts, and updated guidance on crossings, signal design and the associated traffic signs and road markings.

It notes that Government funding for local highways investment where the main element is not cycling or walking, there will be a presumption that schemes must deliver or improve cycling infrastructure to the standards outlined in LTN 1/20.

There are five core design principles which represent the essential requirements to achieve more people travelling by cycle or on foot, based on best practice both internationally and across the UK. Networks and routes should be:

Figure 7 LTN 1/20 Core design principles

Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
				
DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.
				
DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	DON'T This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	DON'T Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	DON'T Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	DON'T Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

There is an expectation that local authorities will demonstrate that they have given due consideration to LTN 1/20 when designing new cycling schemes and, in particular, when applying for Government funding that includes cycle infrastructure. The LTN 1/20 guidance will be used to inform the infrastructure improvements at a high level needed for each identified route contained in this LCWIP, and in the further development of feasibility studies, concepts and designs prior to construction.

Further information on the LTN 1/20 design standards and various tools for appraisal of schemes and guides on best practice design can be found using the following link - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf .

4.6 Route Selection

Stakeholder feedback and local knowledge were utilised to convert the top priority clustered desire lines (as detailed in Figure 5 above) into the most direct routes. The preferred routes were then each assessed against the core design outcomes and their ability to cater for increased levels of cycling (and adjusted where required). Figure 8 below illustrates the routes identified to progress to the detailed audit stage of the LCWIP (Table 4.1 details the route references and descriptions).

Figure 8 Overview of the 15 identified routes as a result of desire line analysis

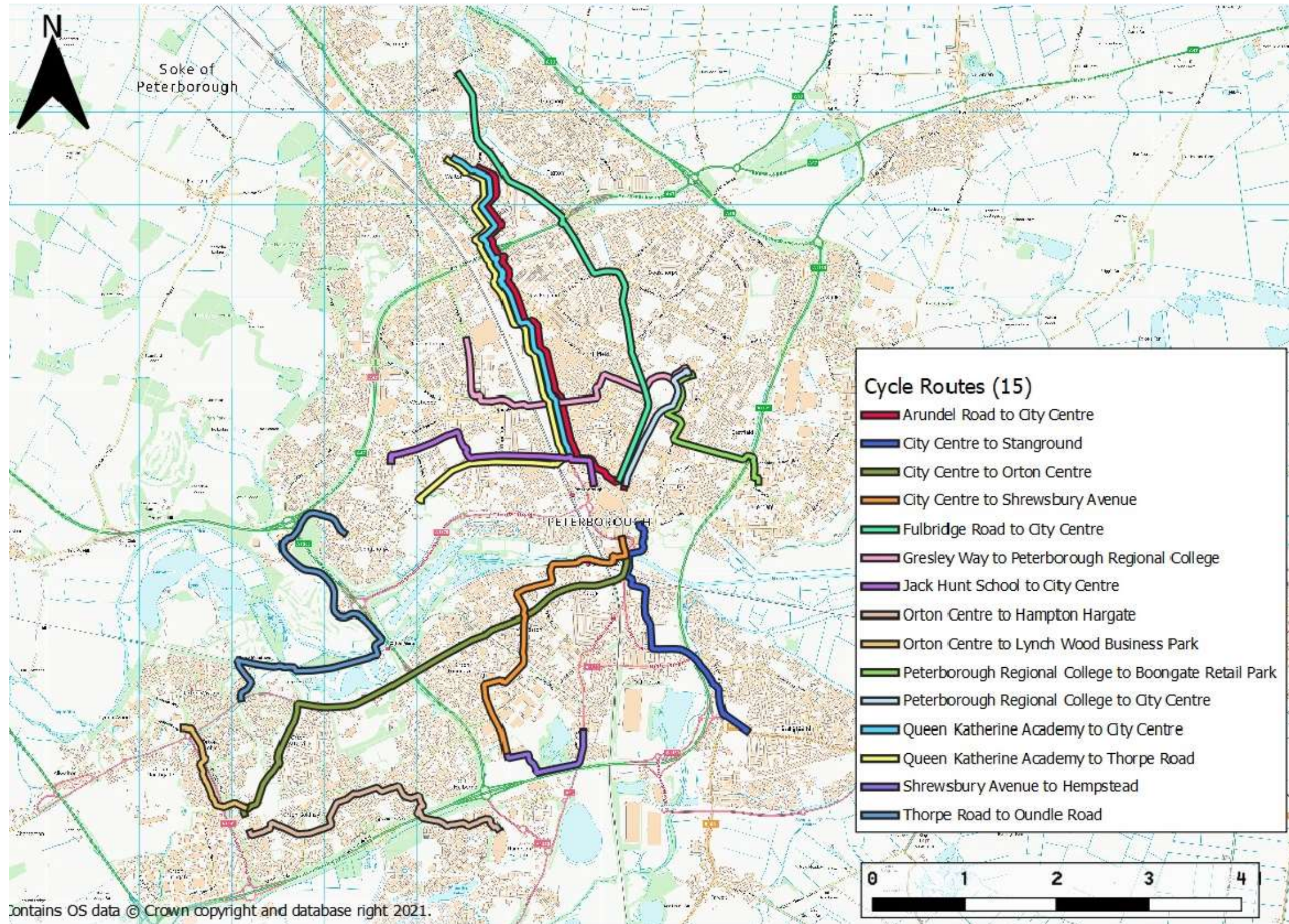


Table 4.1 Route Reference and descriptions

Route Reference	Route description
C01	Arundel Road to City Centre
C02	City Centre to Stanground
C03	City Centre to Orton Centre
C04	City Centre to Shrewsbury Avenue
C05	Fulbridge Road to City Centre
C06	Gresley Way to Peterborough Regional College
C07	Jack Hunt School to City Centre
C08	Orton Centre to Hampton Hargate
C09	Orton Centre to Lynch Wood Business Park
C10	Peterborough Regional College to Boongate Retail Park
C11	Peterborough Regional College to City Centre
C12	Queen Katherine Academy to City Centre
C13	Queen Katherine Academy to Thorpe Road
C14	Shrewsbury Avenue to Hempstead
C15	Thorpe Road to Oundle Road (inc link to Bretton Way via off-road route)

Individual route maps are contained in Appendix A.

4.7 Route Selection Tool (RST) and Route Audits

Each of the 15 preferred routes identified underwent a site audit using the Route Selection Tool (RST) as suggested in the LCWIP guidance. The primary function of the RST is to compare an existing and a potential new route (including proposed improvements) against the core design outcomes, in terms of qualities such as comfort, safety, and directness. The RST methodology can be found using the following link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/602528/cycling-walking-infrastructure-tools.pdf

The RST has been used for this LCWIP to compare a route with a potential improved route. By taking the score of the route as audited, high level improvements can be identified that should attract more trips to the route. The score of the potential route is thus the score of the current route with the high-level improvements added in.

The RST splits each route into sections and uses a range of criteria to assess how well the complete route currently and potentially meets the core design outcomes, using a scoring system for each criteria (from 5 being the highest, to 0 being the lowest). The criteria noted are:

- directness
- gradient
- safety
- connectivity
- comfort

RST score summaries for each route are contained in Appendix B.

4.8 Establishing Cycling Infrastructure Improvements

In order to increase levels of cycling, the quantity and quality of provisions in Peterborough require significant improvement in terms of:

- Direct and joined up routes that improve access to trip generators and destinations
- Provision of proportional space
- Best practice design for route widths and junctions
- Safe crossing points
- Higher standards of safety and visibility including signage / wayfinding, surveillance and lighting
- On-road sections with segregation from traffic
- Data collection and monitoring.

The RST was used to inform conceptual, high level infrastructure improvements for each of the routes during the audit stage. The proposals are based on good practice emerging from the Cycling Cities programme, and reflect the DfT LCWIP technical guidance and the latest cycling infrastructure design guide.

The proposals are intended to appeal to new cyclists and to encourage less confident cyclists to make more cycling journeys. Where possible, the proposed facilities are separated from traffic, especially where traffic volumes are high or average vehicle speeds are greater than 30mph. If it can be achieved, a minimum of 300mm buffer between the cycle way and vehicles will be applied to provide additional protection from passing vehicles and doors opening from parked cars. The buffer will also assist pedestrians crossing the cycleway. A summary of the high level improvements identified for each route are noted in Table 4.2 below:

Table 4.2 High level improvements noted at the route audit stage

Route Reference	High level description of infrastructure improvements noted during the audit stage
C01	Lighting and wayfinding signage required for whole route. Surveillance, signalised junction and creation, strategic cycle way installation, resurfacing and signage
C02	Declutter and obstacle removal. Lighting , surveillance under Parkway, crossing island x1, widening pavement, segregated cycle lanes, signage
C03	Segregated cycleway, mixed strategic cycle route, declutter x1, lighting , surveillance, signage
C04	Lighting, surveillance and mixed strategic cycle route including signage
C05	Remodel of 2 roundabouts, update pedestrian bridge to include cycles, creation of cycle route through Fulbridge Rec, segregated cycle lanes, widen pavement move bus stop back, resurfacing, signage
C06	Segregated mixed strategic cycle route, repainting, resurfacing, signage, surveillance and lighting throughout, advance stop line and priority crossing (junction remodel)
C07	Mixed strategic cycle route, resurfacing, signage
C08	Surveillance, lighting (1.35km), mixed strategic cycle route, paint segregated cycle lane, signage
C09	New strategic cycle route, lighting, surveillance, shared use, signage.
C10	Through Central Park - signage / resurfacing / lighting, cycle lane marking, mixed strategic cycle route (0.5km), 2 major junction remodelling / priority crossings
C11	Through Central Park - resurfacing, signage, mixed strategic cycle route, 1 junction remodel / priority crossing, painting

C12	Lighting, signage and painting required for whole route. Surveillance. Signalised junction and continuation of segregated shared use pavement, resurfacing, signage, wayfinding
C13	Lighting, signage, surveillance, segregated cycle lane and resurface (2.8km), signalised crossing at 1 junction. New bridge / update to existing bridge (bolt on bridge for pedestrians / cyclists - Mayors Walk). Remodel of 6 parking bays and conversion of 1km of pavement into segregated shared use.
C14	Lighting, surveillance and resurfacing
C15	Bi-directional cycle lane - segregated from the road inc priority at side roads, installation of up to 3 controlled crossings/zebra, footpath widening, lighting, maintenance and resurface of off road connections, signage. Maintenance of off road link to Bretton Way inc, resurfacing, removal of debris, lighting and signage.

A full feasibility study for each route / scheme / work package will be required to determine the precise interventions needed throughout the corridor, to define the exact routes and more accurate costings. This should include engagement with communities to co-create and design spaces and routes that serve the people living and working in Peterborough.

4.9 Economic Appraisal – Cycling Schemes

To assist the appraisal and prioritisation process, a Benefit-to-Cost Ratio (BCR) calculation has been completed for each of the routes using the high level infrastructure design concepts identified using the RST.

The purpose of this exercise was to calculate the quantifiable benefits that would arise from upgrading the cycle infrastructure on the routes identified. The key benefits resulting from the upgrades would be:

- Improved safety for trips using active modes
- Improved uptake of active modes of travel
- Reduced traffic congestion as a results of less driving commuters

The economic assessment is an evaluation of the benefits likely to be received by infrastructure improvements against the costs incurred by the Government. The evaluation follows the principles set out by the Treasury in its 'Green Book' and has been undertaken in accordance with the approach set out by the DfT in its web-based Transport Analysis Guidance (WebTAG, updated 1 May 2019).

Both cycling and walking schemes have been processed through the Active Mode Appraisal Toolkit (AMAT).

The PCT has been used to ascertain the number of trips currently using the existing infrastructure, and how many trips would use it in a "Government Target" scenario (to double the number of cycling trips in Great Britain). The PCT uses this as a basis to calculate where new cycling trips would be most likely to come from, when considered alongside other factors (for more information, visit the PCT at www.PCT.bike). The high level conceptual improvements identified during the LCWIP are assumed to serve the Government target, and thus increase the number of cycling trips by the difference between the current trips and the PCT Government scenario.

The cost for implementing new infrastructure has been estimated from recently built schemes in Peterborough and Cambridgeshire. The schemes themselves have been identified using a

combination of desktop assessments, cycling and walking audits, and previous reports. It should be noted that the identified schemes are high level, and do not exhaust the possibilities of each route.

The BCR of each of the schemes is the ratio of Present Value of Benefits (PVB) to the Present Value of Costs (PVC). The DfT uses the following categories to determine the Value for Money that BCRs represent:

- Low Value for Money if BCR = 1.0 to 1.5
- Medium Value for Money if BCR = 1.5 to 2.0
- High Value for Money if BCR – 2.0 to 4.0
- Very High Value for Money if BCR >4.0

The PVB and the PVC are calculated over an appraisal period of 20 years and all values are deflated and discounted to the DfT base year of 2010. Figures for the PVBs and PVCs, along with a BCR for each of the schemes are summarised in the Table 4.3 below:

Table 4.3 Cycling Schemes PVBs, PVCs and BCRs

Route Reference	PVC (£,000s)	PVB (£,000s)	BCR
C01	884	7,295	8.25
C02	126	2,704	21.39
C03	905	1,940	2.14
C04	884	2,046	2.31
C05	1,841	5,498	2.99
C06	1,464	5,514	3.77
C07	1,053	7,292	6.92
C08	512	1,156	2.26
C09	1,721	3,823	2.22
C10	980	4,962	5.06
C11	712	1,991	2.80
C12	799	7,295	9.13
C13	1,525	5,517	3.62
C14	154	1,565	10.16
C15	1,681	4,228	2.51

All cycling schemes have BCRs that represent either high value or very high value for money. These values will be used as part of the prioritisation exercise found in section 6.

The spreadsheet model used to calculate the BCR's is available on request.

5. Network Planning for Walking

5.1 Overview

This section describes the methodology adopted for the Network Planning for Walking stage of Peterborough's LCWIP. During this stage an analysis of data and local knowledge was completed so that key routes and core zones could be identified. Once identified, physical route audits were undertaken to determine what high level infrastructure improvements could be utilised to make the routes more attractive to pedestrians in the future.

Many of the benefits of walking and cycling are shared, and most often improvements for one will affect the other as large parts of the two networks overlap. Pedestrians and cyclists are often in close proximity and may share routes and crossings. However, walking trips are generally shorter than cycling trips, with longer trips being facilitated through access to transport interchange.

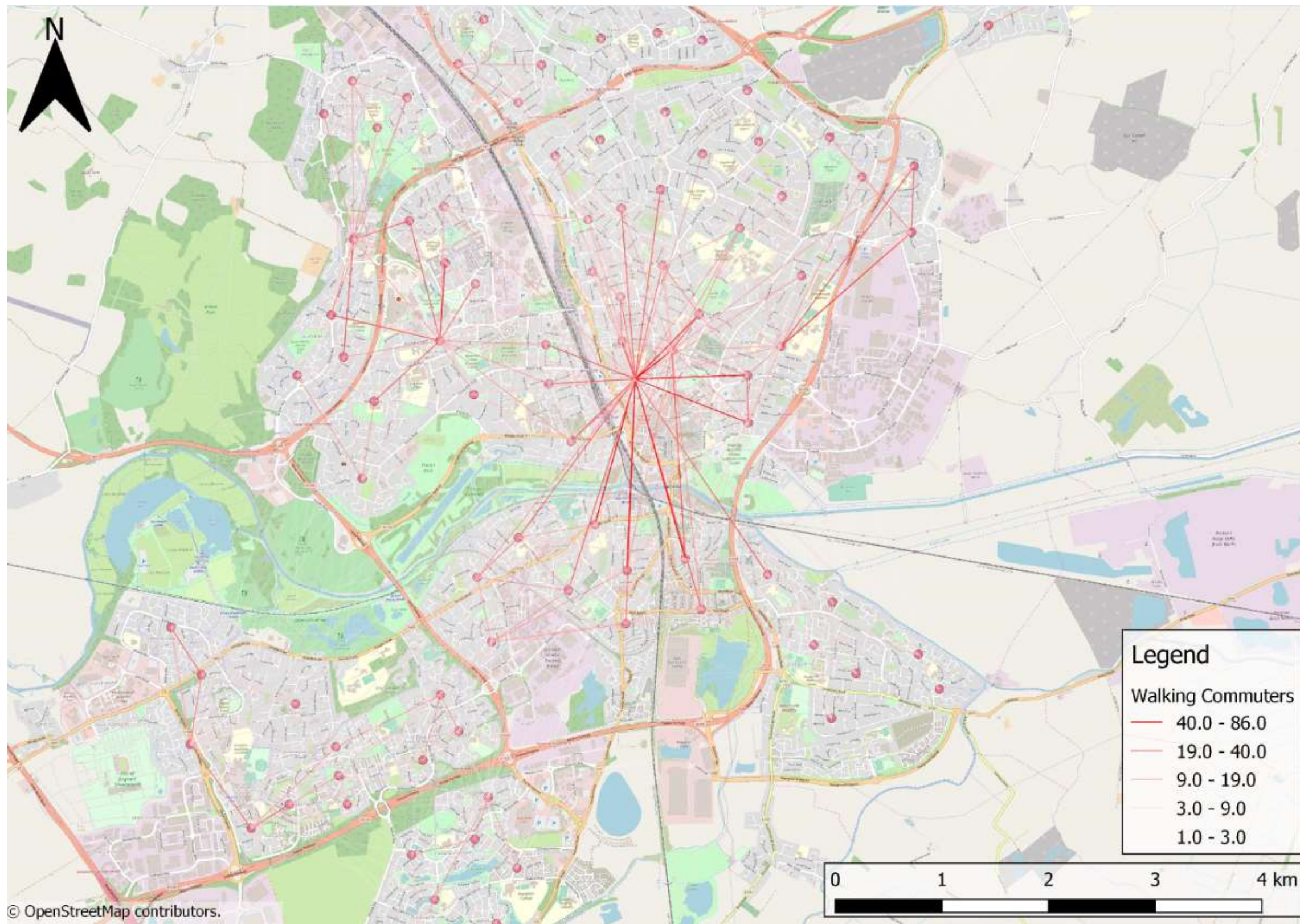
5.2 Peterborough 'WalkFriendly' Report

As part of the Local Sustainable Transport Fund programme, Peterborough produced a WalkFriendly report in 2012. The aim of the report was to increase walking from the city periphery into the City Centre through the identification of infrastructure improvements. The project reviews the infrastructure available for walking, identifying physical barriers to walking and suggesting improvement measures to address such barriers. Although now dated (in some areas), the Walkfriendly report has been used to inform the LCWIP where relevant (A copy of the Walkfriendly report can be obtained by contacting - travelchoice@peterborough.gov.uk).

5.3 Trip Generators

The below map (Figure 9) has been produced to understand the demand on the network. It uses 2011 Commuter Census data to indicate high flows of walking commuters between census areas.

Figure 9 Walking Origin and Destination



Utility trips typically have common journey destinations, such as the City Centre, educational establishments, workplaces, health, leisure and other facilities. The City Centre shows an abundance of flows, including routes to the north, south, and into Fengate. The area around the Hospital and Orton Centre also show high flows.

There are some limitations to consider with this data. For example, due to the age of the data, the area of Hampton does not show the volume of flows expected. This is likely due to the fact that Hampton has been developed in recent years since the 2011 Census. In addition, the flows observed are likely under-representing true volumes due to the fact they are based entirely on commuters. There are large gaps in the data for walking volumes attributed to retail and leisure, which would be explored when a more detailed feasibility study is undertaken for any of the routes following on from the LCWIP.

5.4 Barriers and Funnels for Walking Routes

The Barriers and Funnels have been considered on an individual basis for each desire line. Barriers in Peterborough typically include the parkways, the River Nene, and the railway line. Housing areas are generally quite permeable, with several cut-through paths featuring quite prominently across the city. Funnels typically include bridges and underpasses that traverse these barriers, with prominent funnels being Town Bridge and Crescent Bridge.

5.5 Core Walking Zones (CWZs) and Routes

Once the walking trip generators were established it was necessary to identify Core Walking Zones (CWZs). CWZs consist of a number of trip generators that are located close together. 3 CWZs were identified for this LCWIP iteration – the City Centre, the Bretton Centre (Bretton Gate / Peterborough City Hospital) and the Ortongate Centre.

For each of the CWZs identified, the important pedestrian routes that serve them were reviewed from an approximate maximum distance of 2km. Figure 10 below combines the origin and destination information, the census commuter data and the CWZs to highlight 15 key walking routes to progress to audit as part of this LCWIP (Table 5.1 details the route references and descriptions).

Figure 10 Core Walking Zones and route identification

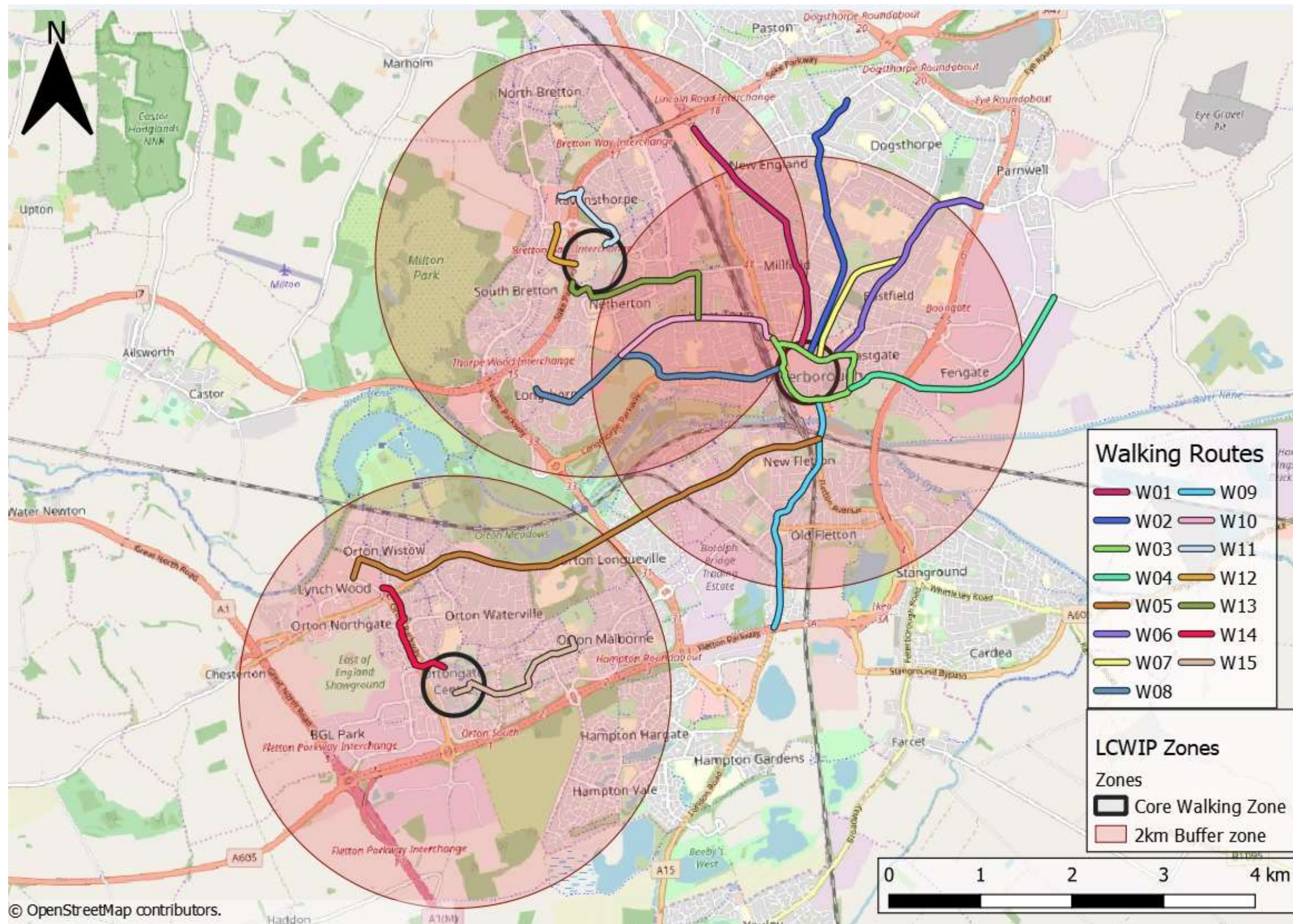


Table 5.1 details the walking route references and descriptions

Route Reference	Route
W01	Lincoln Road (Rhubarb Bridge to Westgate)
W02	Park Road (Bluebell Avenue to Westgate)
W03	City Centre Perimeter (Westgate / Bourges Boulevard to Vineyard Road / Bishops Road)
W04	Fengate (Gravel Walk / Vineyard Road to Vicarage Farm Road)
W05	Oundle Road (Lynch Wood Business Park to Town Bridge)
W06	Eastfield Road (Peterborough City Market to Frank Perkins Parkway Overbridge)
W07	Broadway (Long Causeway to Eastfield Road (via Broadway))
W08	Thorpe Road (Apsley Way to Crescent Bridge)
W09	London Road (Fletton Parkway Underbridge to Bridge Street)
W10	Mayors Walk (Audley Gate to Bourges Boulevard)
W11	Hartwell Way (Peterborough City Hospital to the Bretton Centre)
W12	South Bretton (Peterborough City Hospital to the Bretton Centre)
W13	Atherstone Avenue (Peterborough City Hospital to Mayors Walk)
W14	Orton / Lynch Wood (the Ortongate Centre to Lynch Wood)
W15	Orton (the Ortongate Centre to The Phoenix School)

5.6 Walking Route Audit Tool (WRAT)

As part of the Welsh Active Design Guidance (www.gov.wales) a Walking Route Audit Tool (WRAT) was developed to assist Local Authorities with the auditing of walking routes. The auditing methodology targets five core design outcomes for pedestrian infrastructure:

- Attractiveness – maintenance, fear of crime, traffic noise and pollution
- Comfort – condition, footway width, width on staggered crossings / pedestrian islands / refuges, footway parking, gradient
- Directness – footway provision, location of crossings in relation to desire lines, gaps in traffic (where no controlled crossings present, impact of controlled crossings on journey time, green man time)
- Safety – traffic volume, traffic speed, visibility
- Coherence – dropped kerbs, tactile paving, signage

In addition to the 5 core design outcomes, consideration was given to the needs of vulnerable pedestrians (for example, older, visually or mobility impaired, buggy users etc.)

WRAT methodology can be found using the following link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/602528/cycling-walking-infrastructure-tools.pdf

Individual WRAT route summaries can be found in Appendix C

5.7 Establishing Walking Infrastructure Improvements

The WRAT was used to inform conceptual, high level infrastructure improvements for each of the routes during the audit stage. A brief summary of the improvements needed for each route are noted in Table 5.2 below:

Table 5.2 High level improvements noted at the route audit stage

Route reference	High level description of infrastructure improvements noted during the audit stage
W01	2 junction remodel, 3 pedestrian crossings, remove guard railing (0.25km), relocate bus shelter, resurfacing (2.8km), signage, upgrade street furniture, surveillance (1km)
W02	2 junction remodel, remove of guard railing (0.25km), widen footway (1km), removal / enforcement on-street (pavement) parking (0.25km), 1 pedestrian crossing, move 3 bus shelters to back of footway, signage and decluttering (1km), dropped kerbs / tactile paving (4 locations)
W03	General maintenance, increased signage, decluttering (whole route), 5 pedestrian crossing (new and upgrade), replace broken / uneven pavements (500m), 1 crossing island
W04	Refuge island crossing facility, 2x pedestrian crossing, widen footpath (100m), signage, decluttering
W05	Signage, removal of clutter, new pedestrian crossings or refuge island (potentially up to 8), widening / resurfacing (500m)
W06	Decluttering and maintenance (2km), 2x pedestrian phases need to be added to existing signalised junctions, 2x new pedestrian crossings
W07	2 pedestrian crossing, 2 junction remodel, widen footway, declutter (whole route)
W08	Remove lane on Crescent Bridge - remodel bridge, widen footway (1km), remodel junction, surveillance (1km), general subway maintenance
W09	Signage, declutter, resurfacing (on bridge x100m, x100m), potentially 3 new pedestrian crossings
W10	Junction remodel, widen footway (0.8km), painting / general maintenance (1.5km), signage, lighting (in subway)
W11	Lighting, new pedestrian crossing, walkway over Bretton Gate and around Hartwell Way (x2, 700m), underpass maintenance
W12	Signage, underpass lighting (x20m), wayfinding totem
W13	Pedestrian crossing, lighting, potentially 3 pedestrian refuge island
W14	New footway (190m), signage, general maintenance, 1 wayfinding totems
W15	New footway (140m), pedestrian crossing (x1)

A full feasibility study for each route / scheme / work package will be required to determine the precise interventions needed throughout the corridor, to define the exact routes and more accurate costings. This should include engagement with communities to co-create and design spaces and routes that serve the people living and working in Peterborough.

5.8 Economic Appraisal – Walking Schemes

To assist the appraisal and prioritisation process a Benefit-to-Cost Ratio (BCR) calculation has been completed for each of the routes using the high level conceptual infrastructure design ideas identified using the WRAT at the route audit stage.

The purpose of this exercise was to calculate the quantifiable benefits that would arise from upgrading the pedestrian infrastructure on the routes identified. The key benefits resulting from the upgrades would be:

- Improved safety for trips using active modes
- Improved uptake of active modes of travel
- Reduced traffic congestion as a result of less driving commuters

The economic assessment is an evaluation of the benefits likely to be received by infrastructure improvements against the costs incurred by the Government. The evaluation follows the principles set out by the Treasury in its 'Green Book' and has been undertaken in accordance with the approach set out by the DfT in its web-based Transport Analysis Guidance (WebTAG, updated 1 May 2019).

Both cycling and walking schemes have been processed through the Active Mode Appraisal Toolkit (AMAT).

Walking trips have been calculated using the commuting trip data identified in the 2011 Census. As such, only commuting trips are considered as part of the assessment, and it is reasonable to assume that more benefit could be calculated should more up-to-date data be collected.

The increased number of walking trips as a result of the improved infrastructure is calculated using the "expected uplift in walking for a prospective scheme" values as reported in the "Valuing the Health Benefits of Transport Schemes" guidance from Transport for London (TfL).

The cost for implementing new infrastructure has been estimated from recently completed schemes in Peterborough and Cambridgeshire. The schemes themselves have been identified using a combination of desktop assessments, walking audits and previous reports. However, it should be noted that the identified schemes are high level, and do not exhaust the possibilities of each route.

The BCR of each of the schemes is the ratio of Present Value of Benefits (PVB) to the Present Value of Costs (PVC). The DfT uses the following categories to determine the Value for Money that BCRs represent:

- Low Value for Money if BCR = 1.0 to 1.5
- Medium Value for Money if BCR = 1.5 to 2.0
- High Value for Money if BCR = 2.0 to 4.0
- Very High Value for Money if BCR >4.0

The PVB and the PVC are calculated over an appraisal period of 20 years and all values are deflated and discounted to the DfT base year of 2010. Figures for the PVBs and PVCs, along with a BCR for each of the schemes are summarised in Table 5.3 below:

Table 5.3 Walking Schemes PVBs, PVCs and BCRs

Route Reference	PVC (£,000s)	PVB (£,000s)	BCR
W01	413	948	2.30
W02	262	622	2.37
W03	93	1,533	16.52
W04	42	197	4.71
W05	131	418	3.20
W06	192	402	2.09
W07	190	357	1.88
W08	40	89	2.22
W09	51	55	1.08
W10	241	346	1.43
W11	79	242	3.08
W12	20	123	6.24
W13	69	200	2.89
W14	13	56	4.19

W15	103	153	1.48
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Three of the conceptual high level schemes present low value for money, one present's medium value for money, 7 high value and 4 present very high value for money. Although, some schemes currently score as having low value for money, it is likely that more up-to-date data will display a greater level of benefit. The age and quality of the current data restricts the level of benefit that can be calculated. The current BCR results will form part of the prioritisation exercise found in section 6.

The spreadsheet model used to calculate the BCR's is available on request.

6. Prioritising Improvements

6.1 Overview

This section details the steps taken to prioritise the cycling and walking schemes for future development. Each of the schemes were assessed over a range of 4 factors:

- Economic – value for money and funding source
- Effectiveness – increased numbers of walking and cycling, network development contribution and integration
- Policy – improved transport connections and links to major trip generators along with improvements in safety
- Deliverability – scheme feasibility, timeframe for delivery, public and political acceptance and environmental constraints

The scheme prioritisation exercise was completed by performing an analysis on the full package of high level measures that would be required to bring the route up to a standard considered to deliver significant benefits to pedestrians and cyclists.

6.2 Prioritising Improvements

The prioritisation matrix (Table 6.1 below) details how each of the identified potential (high level) schemes have been assessed and scored for each of the following factors:

Economic

- **Value for money**

An indicative appraisal has been undertaken to help identify which improvements will be more likely to present high value for money. Each scheme can score a maximum of 3 points in this category. The schemes identified with a BCR of between 0 and 1.5 score 0 points. Schemes with a BCR between 1.5 and 2.0 score 1 point. Schemes with a BCR between 2.0 and 4.0 score 2 points and Schemes with a BCR above 4 score 3 points.

- **Proximity to a major development site**

Each scheme can score a maximum of 3 points. Schemes with no likely private sources of funding score 0. Schemes near sites that could possibly be developed in the future score 1 point. If the route serves a large proposed residential or employment site it will score 2 points. If there are committed S106 or private sources of funding already in place the scheme will score 3 points.

Effectiveness

- **Forecast increase in walking and cycling trips**

Priority is given to improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk or cycle. Data to inform this category was collected from the DfT PCT (for cycling trips) and the values as reported in the “Valuing the Health Benefits of Transport Schemes” guidance from Transport for London (TfL) (for walking trips). Schemes scored 0 if less than 100 additional walking or cycling trips are forecast, scored 1 if between 100 and 200 additional trips are forecast, scored 2 if between 200 and 500 additional trips are forecast and score the maximum of 3 points if in excess of 500 additional trips are forecast.

The data identifies that cycling trips have a greater increase than walking trips as many of the additional trips come from mode shift. Cycling is naturally a better choice for replacing commuting trips (due to the distance of the trips) whereas walking would likely require a significant reduction in journey distance to be a viable replacement option.

- **Contribution of the scheme to the overall network development**

Only cycling schemes were assessed in this category. Peterborough already has an extensive network of cycle routes that circumnavigate the city. However they are not always well connected. This category prioritises schemes that will fill any gaps in the current cycle network, to enable more people to navigate the city by bicycle. Schemes that had no contribution to expand, enhance or link together sections of the existing cycle network scored 0. Schemes that partially addressed a missing link in the existing cycle network scored 1. If the scheme completed the majority of a missing link it was awarded 2 points and if the scheme completely joined up any missing links it was awarded 3 points. Integration of the scheme with existing cycle network

Only cycling schemes were assessed in this category. This category is predominately concerned with schemes that integrate with the existing cycle network but also provide new links to expand the cycle network routes. Schemes in isolation with no links or integration to the existing network score 0. Schemes with only 1 link to part of the network score 1 point. Any schemes that link with 2 existing routes on the network score 2 points and schemes with 3 or more links with existing routes score the maximum of 3 points.

Appendix D Shows a map of the existing cycle network overlaid with the identified cycle routes in this LCWIP.

Policy

- **Serves a major school or employment site**

Schemes can score either 0 or 1 in this category. Schemes that serve a major school or employment site score the maximum 1 point. If the scheme does not serve a major school or employment site then 0 points are awarded. It is noted that only one of the identified schemes does not serve a major school or employment site.

- **Improved transport connections**

Schemes can score a maximum of 3 points in this category. To encourage walking and cycling as part of a longer journey it is important to prioritise schemes that link to transport interchanges in the city, such as the bus and rail station. Schemes that have no connections to a transport interchange score 0 in this category. If schemes provide part of a journey to a transport interchange they are awarded 1 point. Schemes that cover the majority of the journey to a transport interchange score 2 points and schemes that link directly to a transport interchange score the maximum 3 points.

- **Improves Road Safety (RS) or makes Disability Discrimination Act (DDA) compliant**

To assess the schemes in this category a range of factors were considered. Initially an analysis of accident data was completed to identify if any of the routes are located on any accident hotspots (pedestrian and cyclist accident heat maps are included in Appendix E). The suggested schemes were then reviewed to ascertain what RS benefits the infrastructure improvements would realise. The existing infrastructure was reviewed to ascertain if any DDA implications were currently observed on the routes.

Schemes could score a maximum of 3 points in this category. Where no RS or DDA improvements were realised through the completion of the scheme, 0 points were awarded. If improvements were smaller scale, e.g. signage, lighting, tactile paving etc. a score of 1 was awarded. Any schemes that proposed significant improvements to RS or to make routes DDA compliant, e.g. the installation of crossing points, full segregation, removal of steps, pavement widening etc. were awarded 2 points. Any schemes on routes that currently have significant RS / DDA issues were awarded 3 points.

Deliverability

- **Timeframe**

Schemes can score a maximum of 3 points in this category. Schemes were awarded points broadly based on three delivery periods: short-term (typically less than 3 years), medium-term (typically less than 5 years) and long-term delivery (typically more than 5 years). An analysis of the high level suggested infrastructure improvements was completed to ascertain timeframes for delivery and points were awarded on the following basis;

Short-term delivery – 3 points

Medium-term delivery – 2 points

Long-term delivery – 1 point

The most points were awarded to schemes that could be delivered in the short-term as these schemes will realize the benefits in a shorter timeframe. This category is not to be perceived to discount schemes in the longer term as ultimately the final prioritisation filter was proportionately weighted using forecast increase in walking and cycling trips.

- **Scheme feasibility**

Each of the schemes were assessed by noting any land ownership issues or dependency on other planned schemes, that may have to be overcome in-order to execute the scheme identified in this LCWIP. Each scheme can score a maximum of 3 points. No schemes contained in this iteration of PCC's LCWIP scored 0 (where there was a land ownership issue that was unlikely to be overcome). 1 point was awarded to any schemes that were dependent on another scheme or land ownership issue that may cause a delay. Schemes that were dependent on another scheme or had a slight land ownership issue, but that was likely to be overcome without significant delay were awarded 2 points. Any schemes with no land ownership issues or dependency on other schemes were awarded the maximum 3 points.

- **Political and local acceptability**

Each scheme can score a maximum of 3 points in this category. Scores in this category were awarded as a result of an assessment carried out with various stakeholders from PCC and the general public. Schemes with a perceived high impact (that may cause delays, loss of parking, significant disruption etc.) were awarded 0 points. Any schemes where a perceived medium impact (slight delays and minimal disruption) were awarded 1 point. Low impact schemes (minimal perceived impact to residents but possible slight delays) were awarded 2 points. Where no impacts were expected the maximum 3 points were awarded.

- **Environmental constraints**

This category assessed the schemes for any environmental impacts. Each scheme can be awarded up to 3 points. Schemes that suffer from any environmental constraints that are unlikely to ever be overcome were awarded 0 points. Any schemes that are dependent on approvals from

environmental agencies and are likely to cause significant delay were awarded 1 point. Schemes that are dependent on approvals from environmental agencies but delay is not expected are awarded 2 points. All schemes where no environmental constraints exist achieved 3 points. Only one scheme identified in this iteration of the LCWIP achieved 1 point as a result of the removal of woodland on a small section of the route. All other schemes scored 2 or 3 points.

Table 6.1 Scheme Prioritisation Matrix Table of Results

Scheme description				Economic			Effectiveness			Policy			Deliverability			
Route Reference	Route	Origin	Destination	Estimated cost (£,000)	Value for money (AMAT) (BCR)	Proximity to a major development site	Forecast increase in walking and cycling trips	Contribution of the scheme to the overall network development	Integration with existing cycle route	Serves a major school / employment site	Improved transport connections	Improves road safety (RS) or makes DDA compliant	Timeframe	Scheme feasibility	Political / local acceptability (subjective assessment based on possible public reaction to schemes that may lead to delays, loss of parking etc.)	Environmental constraints
Cycle Routes																
C01	Arundel Road to City Centre	Arundel Road	City Centre	884	3	0	3	1	3	1	3	3	1	3	2	3
C02	City Centre to Stanground	Queensgate Shopping Centre	Old Fletton (Queens Road)	126	3	2	2	1	3	1	1	3	2	3	2	3
C03	City Centre to Orton Centre	Queensgate Shopping Centre	Orton Centre	905	2	0	2	3	3	1	1	2	2	3	1	3
C04	City Centre to Shrewsbury Avenue	Queensgate Shopping Centre	Woodston Industry (Pinnacle House, Shrewsbury Avenue)	884	2	0	2	1	2	1	1	1	2	3	3	3
C05	Fulbridge Road to City Centre	Fulbridge Road	Park Road	1,841	2	0	3	3	1	1	1	3	1	3	0	3
C06	Gresley Way to Peterborough Regional College	Gresley Road	Peterborough Regional College	1,464	2	0	3	1	2	1	0	2	2	3	2	2
C07	Jack Hunt School to City Centre	ThorpePark Road (Jack Hunt School)	Queensgate Shopping Centre	1,053	3	0	3	3	1	1	2	0	2	3	1	3
C08	Orton Centre to Hampton Hargate	Orton Centre	Hampton Hargate	512	2	2	1	1	2	1	0	1	2	3	3	3
C09	Orton Centre to Lynch Wood Business Park	Orton Centre	Lynchwood Business Park	1,721	2	2	2	1	3	1	0	0	2	3	3	3
C10	Peterborough Regional College to Boongate Retail Park	Peterborough Regional College	Boongate Retail Park	980	3	0	3	2	2	1	0	0	1	3	0	2
C11	Peterborough Regional College to City Centre	Peterborough Regional College	Queensgate Shopping Centre	712	2	0	2	2	1	1	1	1	1	3	1	2
C12	Queen Katherine Academy to City Centre	Queen Katherine Academy	Queensgate Shopping Centre	799	3	0	3	2	3	1	1	2	3	3	2	3
C13	Queen Katherine Academy to Thorpe Road	Queen Katherine Academy	Thorpe Road	1,525	2	1	3	2	1	1	1	2	1	3	0	3
C14	Shrewsbury Avenue to Hempstead	Woodston Industry (Pinnacle House)	Hempstead	154	3	1	1	1	2	1	0	0	3	3	3	3
C15	Thorpe Road to Oundle Road (inc off-road link to Bretton Way)	Thorpe Road	Oundle Road	2,500	2	3	2	2	3	1	2	3	3	3	3	3
Walking Routes																
W01	Lincoln Road	Rhubard Bridge	Westgate	413	2	0	2	n/a	n/a	1	3	3	1	3	2	3
W02	Park Road	Bluebell Avenue	Westgate	262	2	0	1	n/a	n/a	1	2	2	1	3	1	3
W03	City Centre Perimeter	Westgate / Bourges Boulevard	Vineyard Road / Bishop's Road	93	3	2	2	n/a	n/a	1	2	2	2	1	3	3
W04	Fengate	Gravel Walk / Vinyard Road	Vicarage Farm Road	42	3	1	0	n/a	n/a	1	0	0	2	3	3	3
W05	Oundle Road	Lynchwood	Town Bridge	131	2	2	1	n/a	n/a	1	0	0	2	3	3	3
W06	Eastfield Road	Peterborough City Market	Frank Perkins Parkway Overbridge	192	2	0	0	n/a	n/a	1	1	1	2	3	3	3
W07	Broadway	Long Causeway	Eastfield Road (Via Broadway)	190	1	0	0	n/a	n/a	1	1	0	2	3	3	3
W08	Thorpe Road	Apsley Way	Crescent Bridge Roundabout	40	2	2	0	n/a	n/a	1	3	0	1	3	1	3
W09	London Road	Fletton Parkway Underbridge	Bridge Street	51	0	2	0	n/a	n/a	1	2	1	2	3	3	3
W10	Mayor's Walk	Audley Gate	Bourges Blvd	241	0	1	0	n/a	n/a	1	1	0	2	3	3	3
W11	Hartwell Way	Peterborough City Hospital	Bretton Centre	79	2	0	0	n/a	n/a	1	0	0	1	3	1	1
W12	South Bretton	Peterborough City Hospital	Bretton Centre	20	3	0	0	n/a	n/a	1	0	0	3	3	3	3
W13	Atherstone Avenue	Peterborough City Hospital	Gresley Way	69	2	0	0	n/a	n/a	1	0	0	2	3	3	3
W14	Orton / Lynchwood	Ortongate Centre	Lynchwood	13	3	2	0	n/a	n/a	1	0	0	2	3	3	3
W15	Orton	Ortongate Centre	Pheonix School	103	0	0	0	n/a	n/a	1	0	0	2	3	3	2

6.3 Scheme Scores

The prioritisation exercise enabled each of the schemes to be scored. A maximum of 31 points are available for the cycle schemes and 25 points for the walking schemes – this is due to walking schemes not being scored in the categories concerning contribution to overall network development and integration with existing cycle network. Each of the scheme scores are highlighted in the table 6.2 below:

Table 6.2 Prioritisation Matrix scores for each scheme

Cycling Routes		Walking Routes	
Route Reference	Prioritisation Score	Route Reference	Prioritisation Score
C01	26	W01	20
C02	26	W02	16
C03	23	W03	21
C04	21	W04	15
C05	21	W05	17
C06	20	W06	16
C07	22	W07	14
C08	21	W08	16
C09	22	W09	17
C10	17	W10	14
C11	17	W11	9
C12	26	W12	16
C13	20	W13	14
C14	21	W14	17
C15	30	W15	11

Several of the schemes score identically, and as such a further prioritisation filter was applied so that a final priority list could be obtained. Final prioritisation was given to improvements that are predicted to generate the greatest amount of new trips by cycle or foot, as calculated for the economic appraisal.

6.4 Overall Prioritisation

Using the scores from the prioritisation exercise along with the figures for forecast increase in walking and cycling trips, the schemes have been put in order of greatest priority to least priority as per Tables 6.3 and 6.5 below:

Table 6.3 Scheme Priority Ranking - Cycling

Priority Ranking	Route Reference	Prioritisation Matrix Score	Forecast Increase in Cycling Trips (one way)
1	C15	30	803
2	C01	26	813
3	C12	26	813
4	C02	26	301
5	C03	23	216
6	C07	22	813
7	C09	22	426
8	C05	21	612

9	C04	21	228
10	C14	21	174
11	C08	21	614
12	C13	20	614
13	C06	20	614
14	C10	17	553
15	C11	17	222

Table 6.4 Scheme Priority Ranking – Walking

Priority Ranking	Route Reference	Prioritisation Matrix Score	Forecast Increase in Walking Trips (one way)
1	W03	21	370
2	W01	20	229
3	W05	17	101
4	W14	17	14
5	W09	17	13
6	W02	16	150
7	W06	16	97
8	W12	16	30
9	W08	16	21
10	W04	15	47
11	W07	14	86
12	W10	14	83
13	W13	14	48
14	W15	11	37
15	W11	9	58

Analysis of the results of the prioritisation exercises has shown that PCC should initially focus on routes C01 for cycling and W03 for walking. Routes C01 and C12 rank the same, this is expected as the majority of the route is identical (the only differences are initial origin and final destination points), which lends all the more reason to prioritise this route. Schemes C01 (and C12) and W03 deliver the highest combined benefits when assessed over a range of factors and are most likely to have the greatest impact on increasing the number of people who choose to walk and cycle. The routes should then be considered in order of priority as identified in Tables 6.4 (cycling schemes) and 6.5 (walking schemes) above.

6.5 Identifying Overlapping Routes

Both cycling and walking routes have overlaps, both between cycling routes and between walking routes, and between both walking and cycling routes.

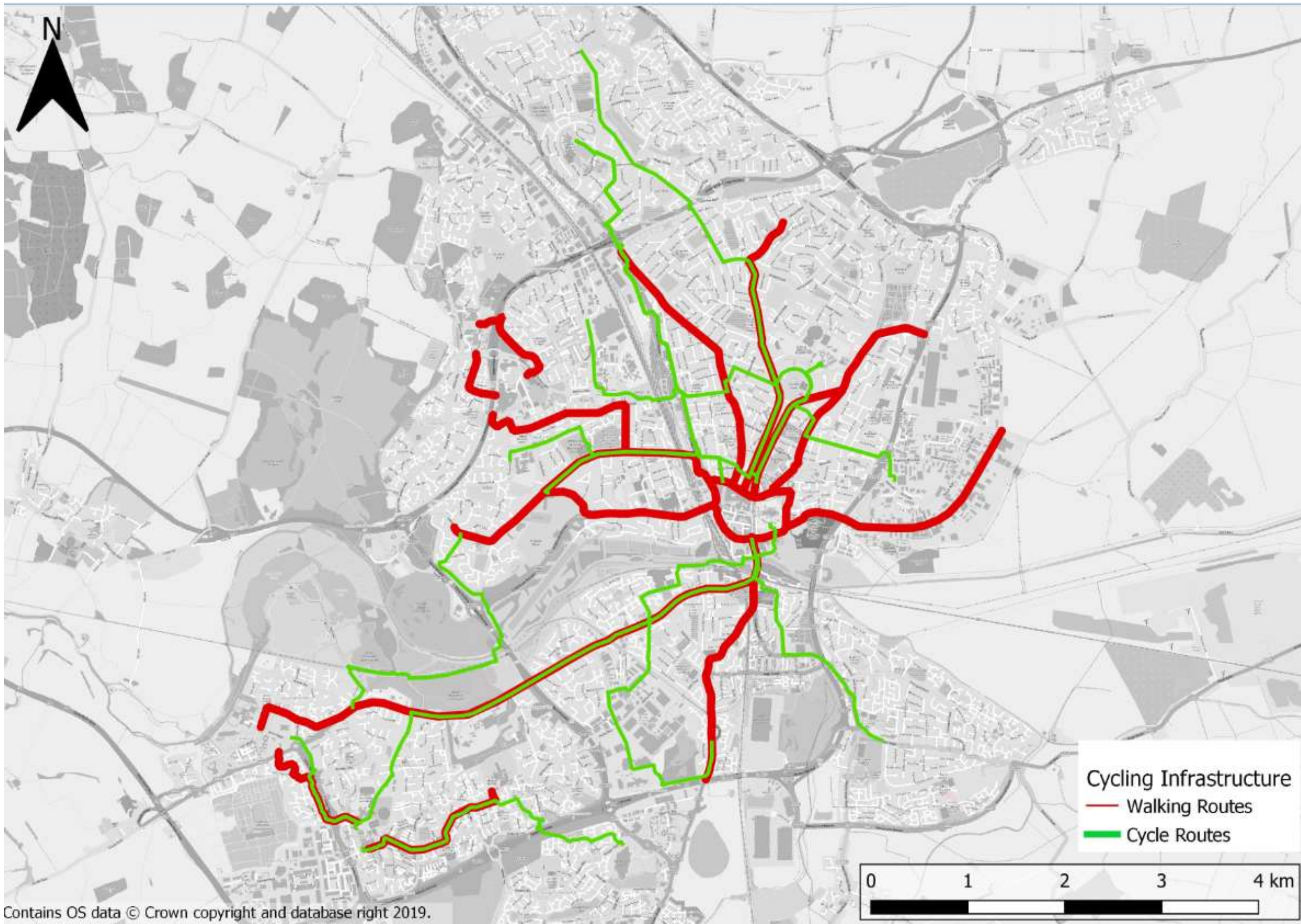
Several of the cycling routes identified in this LCWIP overlap in part or significantly with some of the walking routes identified. Figure 11 below highlights where each route overlaps. Any infrastructure improvements on the identified overlapping routes should be considered in tandem when completing a full feasibility study as cost savings and increased benefits can be achieved when a package of walking and cycling infrastructure improvements are implemented together.

Table 6.6 below summarises the 12 routes that have a significant proportion of overlap.

Table 6.5 Overlapping Walking and Cycling Routes

Walking Route	Cycling Route
W02	C05
W08	C07
W05	C03
W14	C09
W15	C08
W07	C11

Figure 11 LCWIP Walking and Cycle Routes Overlap



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7. Integration, Application and Monitoring

7.1 Overview

The final stage considers how the LCWIP should be integrated into local policy, strategies and plans and involves:

Integrating the LCWIP within local policies and plans

Using the LCWIP to prepare bids, strategies and delivery plans

Reviewing and updating the LCWIP in line with plans and developments

7.2 LCWIP Integration and Application

The National Planning Policy Framework (NPPF) sets out how the planning system should help deliver sustainable development, and includes a set of core land-use planning principles which underpin planning decisions. The Framework is supported by planning practice guidance issued by the Department for Communities and Local Government.

Within the NPPF the policy on assessing the transport impact of proposals (paragraphs 108-110) has been amended to refer to highway safety as well as capacity and congestion in order to make it clear that designs should prioritise pedestrian and cycle movements, followed by access to high quality public transport as well as to reflect the importance of creating well designed places.

It is anticipated that the LCWIP will be a useful tool and used in a variety of applications, such as:

- Preparation of funding bids and business cases for future investment
- Preparation of walking and cycling strategies and action plans
- Allocation of funding within local delivery plans
- Preparation of Neighbourhood Plans
- Cycle and walking 'proofing' of major schemes

Consideration at the planning application stage for proposed land use changes and future developments

Preparation of Travel Plans, Transport Assessments and Transport Statements.

There are clear links between the LCWIP and other strategic planning and transport planning documents, such as the Local Transport Plan (LTP) for Peterborough and Cambridgeshire. The statutory duty to produce a new LTP is now the responsibility of the Cambridgeshire and Peterborough Combined Authority and a draft has been produced and a public consultation has been undertaken. It is envisaged that the LTP will be adopted in early 2020. The LTP will help PCC to address current and future transport issues by providing a framework for decisions on future investment.

The draft LTP affirms that PCC should be seeking a modal shift away from current high levels of car use towards greater use of all sustainable travel modes. Both Cambridgeshire and Peterborough should be places where significantly more people choose to walk and cycle, allowing them to live healthier lifestyles.

This LCWIP will enable PCC to identify and offer solutions for many of the crucial infrastructure related issues that are currently preventing people from cycling and walking in Peterborough.

7.3 Monitoring and Further Development

This LCWIP aims to provide the context and network planning to prioritise a list of walking and cycling routes that should be targeted for improvement. The schemes identified are purely indicative at this time, and more comprehensive designs and concepts will need to be determined by more detailed studies in the future.

All cycling and walking schemes will be prioritised for further development and delivery against the vision, aims, objectives and policies set out in the Cambridgeshire and Peterborough Combined Authority Local Transport Plan, as well as other regional priorities, including but not limited to: responding to Covid-19 recovery; climate change; air quality challenges; and the opportunity to co-deliver active travel schemes alongside other transport schemes.

The monitoring impact of these improvements will depend on the interventions identified. The LCWIP for Peterborough is the basis of a significant programme of infrastructure changes with ambitious aims and as such good monitoring will be essential to understanding what works, where it works and why it works.

The LCWIP is a live document and will be reviewed and updated periodically to reflect progress and the future development of the City. At this stage, the LCWIP has concentrated on the primary corridors, connecting origins to strategic destinations. The LCWIP will be developed over time to reflect any updated information and studies regarding walking and cycling.

8. Summary and Conclusions

Peterborough's size and flat terrain offers a great opportunity for local journeys, currently made by car, to be made by walking and cycling. Enabling more people to walk and cycle short journeys does not mean that everyone will be forced to walk and cycle, understandably not everyone can, however many more people could.

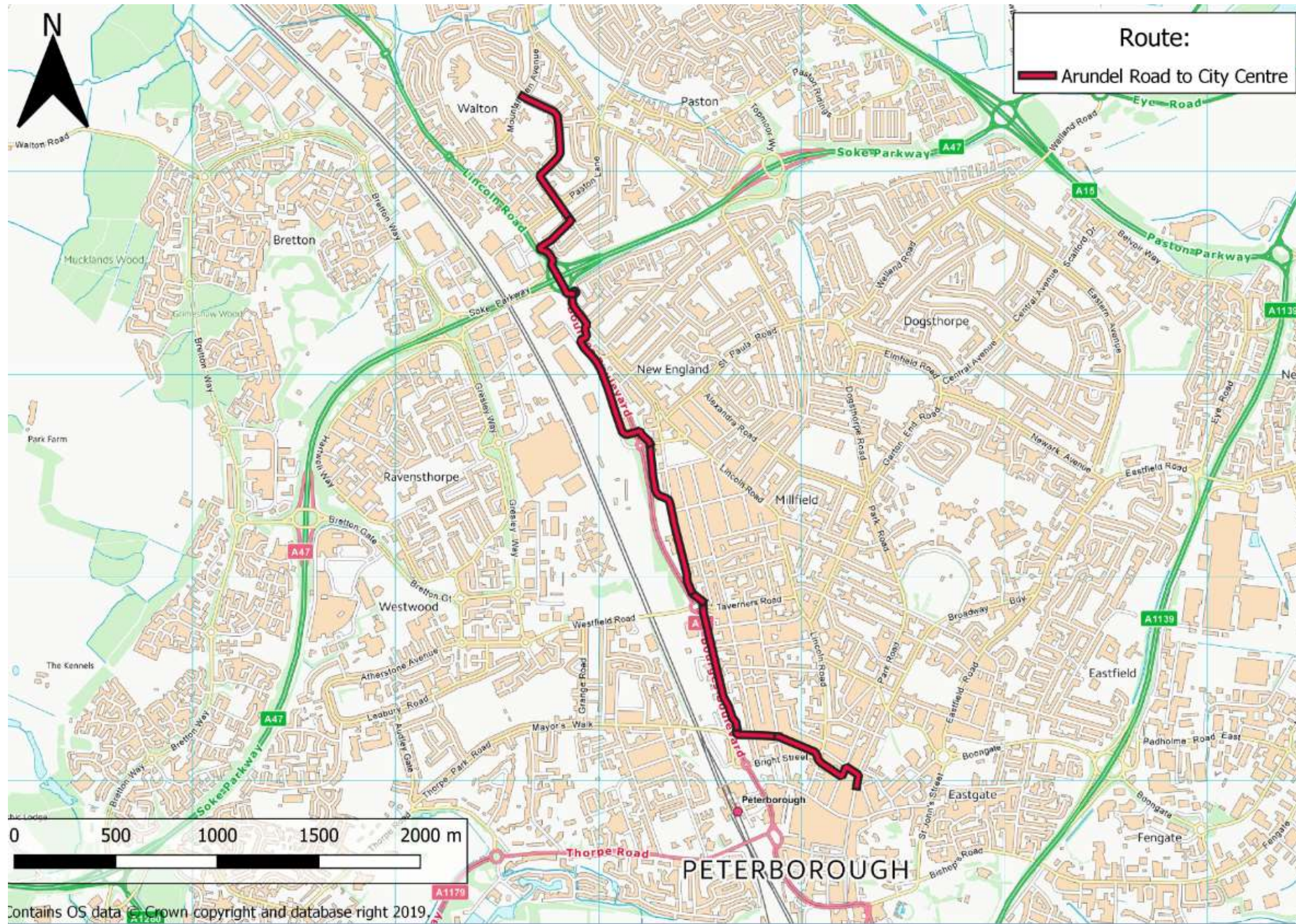
The majority of journeys in Peterborough are less than 5km long, and so there is a huge potential to increase active and sustainable travel modes if the infrastructure is in place. One way to alter peoples travel habits is to provide safe environments in which to navigate the city by foot or bicycle, and so good quality cycling and walking infrastructure needs to be built. The LCWIP will enable PCC to tackle many of the crucial infrastructure related issues that are currently preventing people from making these journeys by walking and cycling in Peterborough.

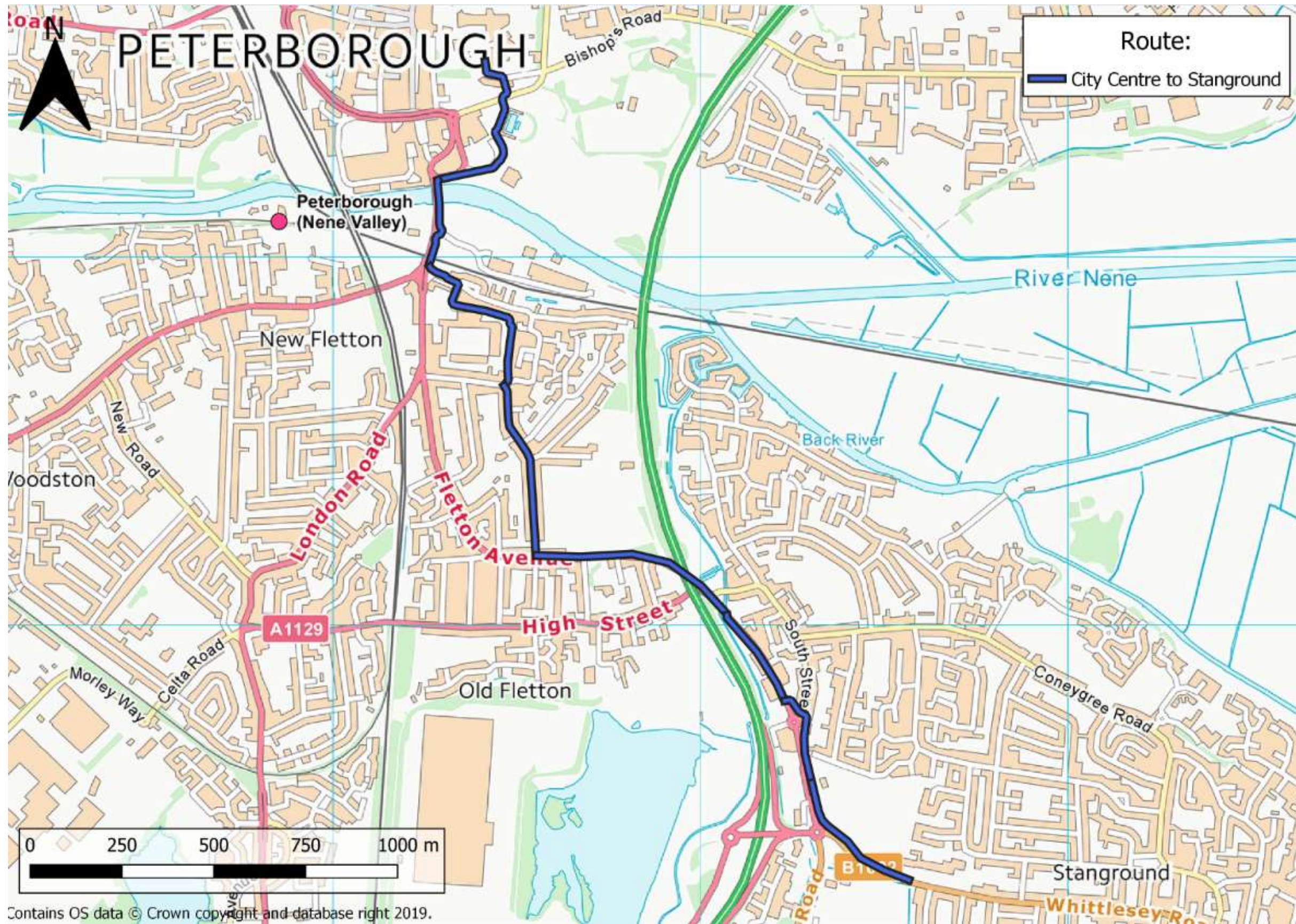
This document outlines the network planning for walking and cycling within Peterborough. It provides background information for identifying travel patterns for pedestrians and cyclists in the city. Strategic origin and destination desire lines have been identified for pedestrians and cyclists. Audits have been undertaken on 15 walking and 15 cycling routes to identify high level infrastructure improvements for future development. All routes and schemes have undergone a complex prioritisation exercise, where various factors have been examined to underpin justification of which routes and schemes to prioritise in the future.

Peterborough wishes to show it is serious about increasing the number of trips made by sustainable modes by developing this LCWIP and continuing to seek funding and opportunities to enhance the walking and cycling network in the future. PCC believe that increasing the number of people choosing to walk and cycle is essential to improving people's lives and creating a better city to live, work and visit. Through the development of the network and targeted behaviour change programmes the ambitious Government targets are within reach. Walking and cycling brings cheaper travel, better health, better air quality, increased productivity, increased footfall in shops, social inclusion and access to opportunity, less congestion and creates vibrant and attractive places and communities in which to live, work and visit.

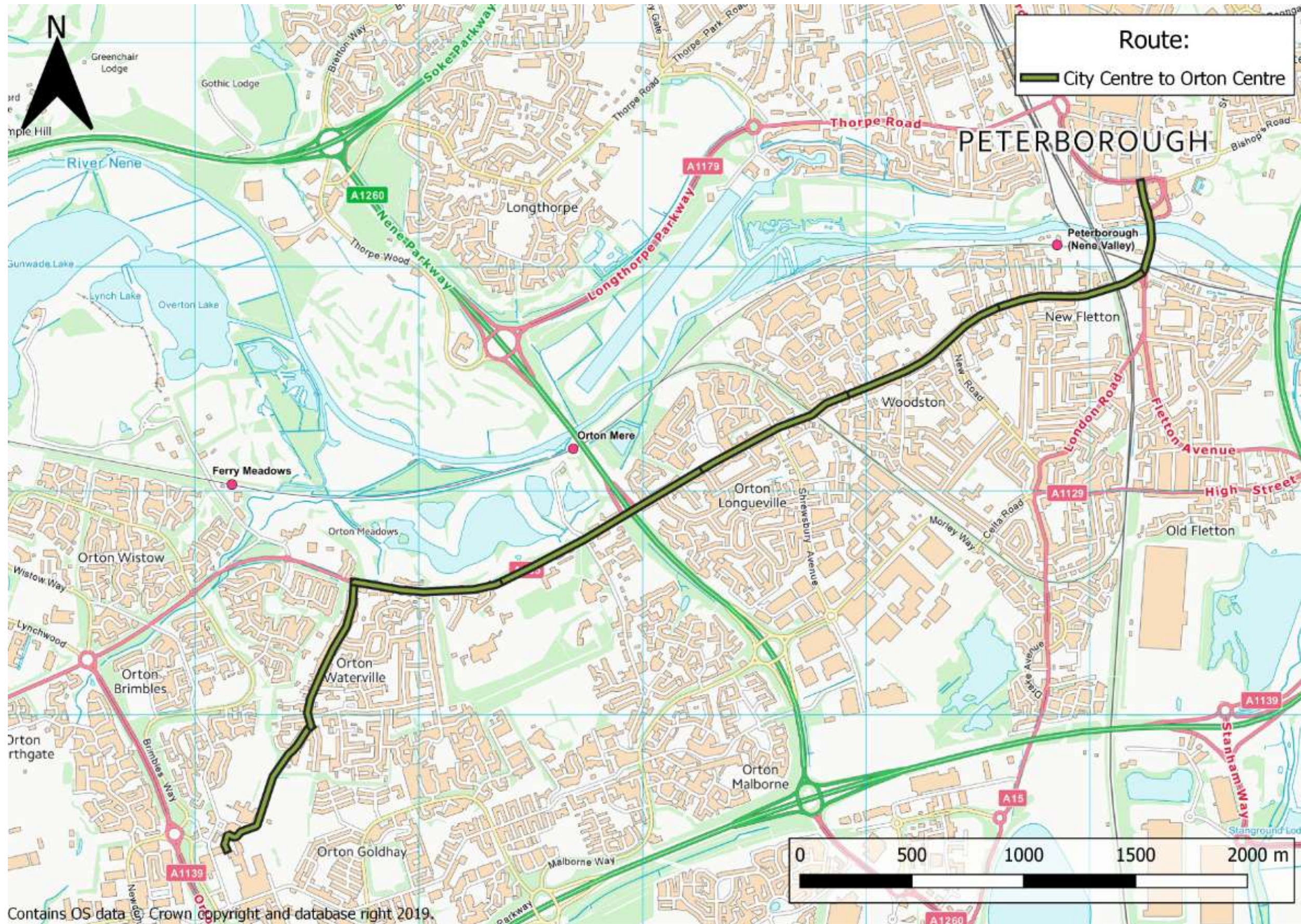
Appendix A

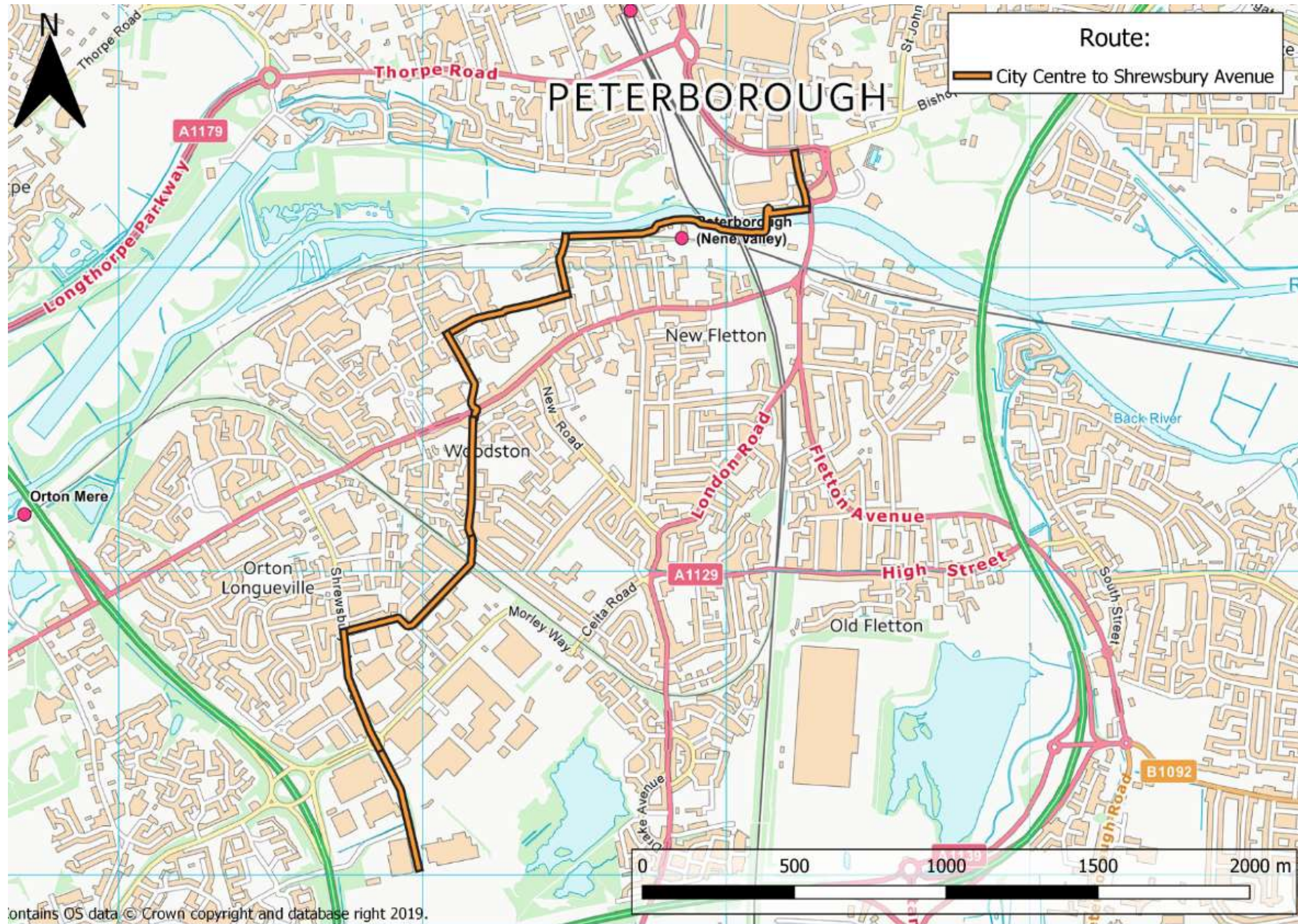
Individual Cycle Route Maps



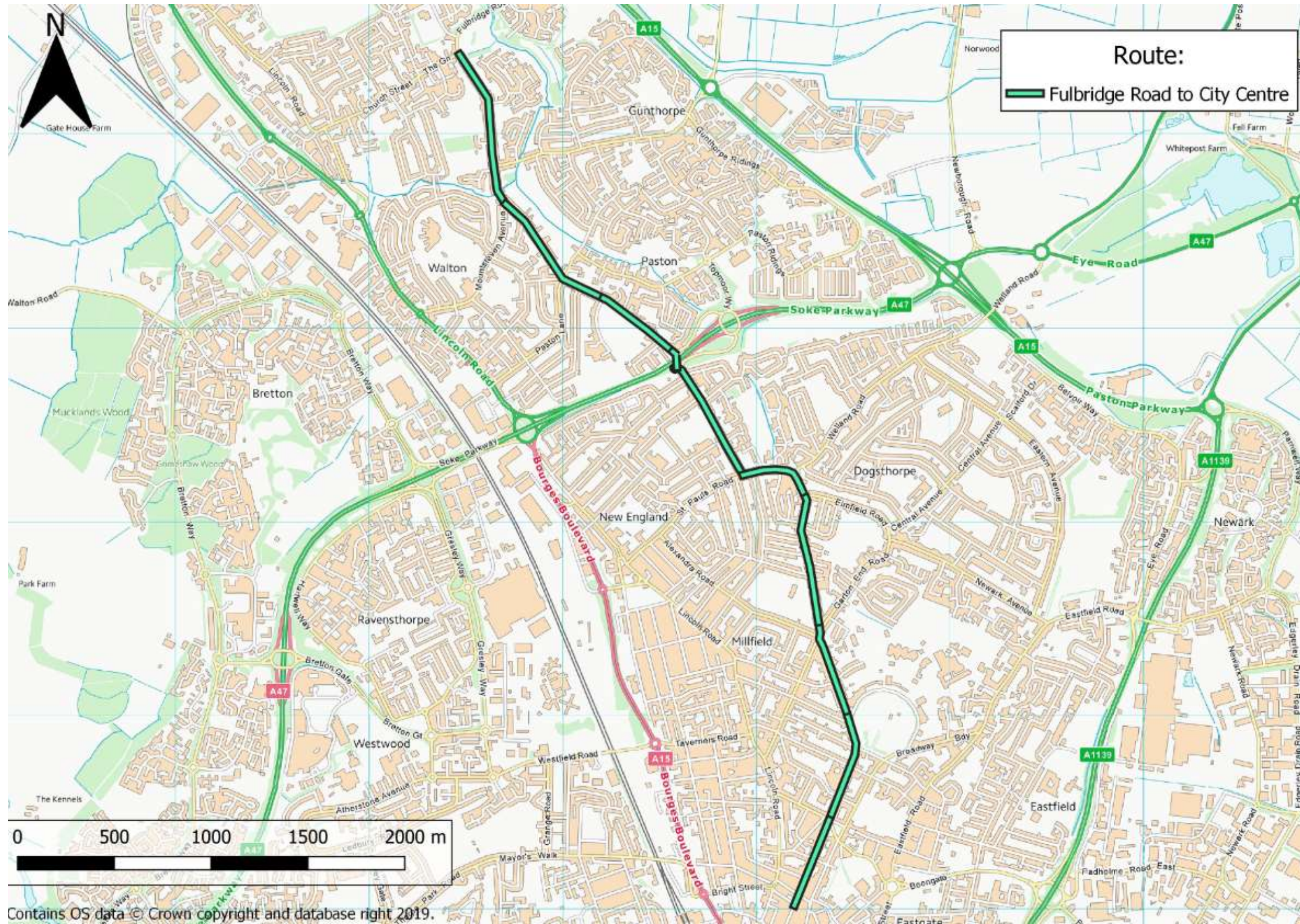


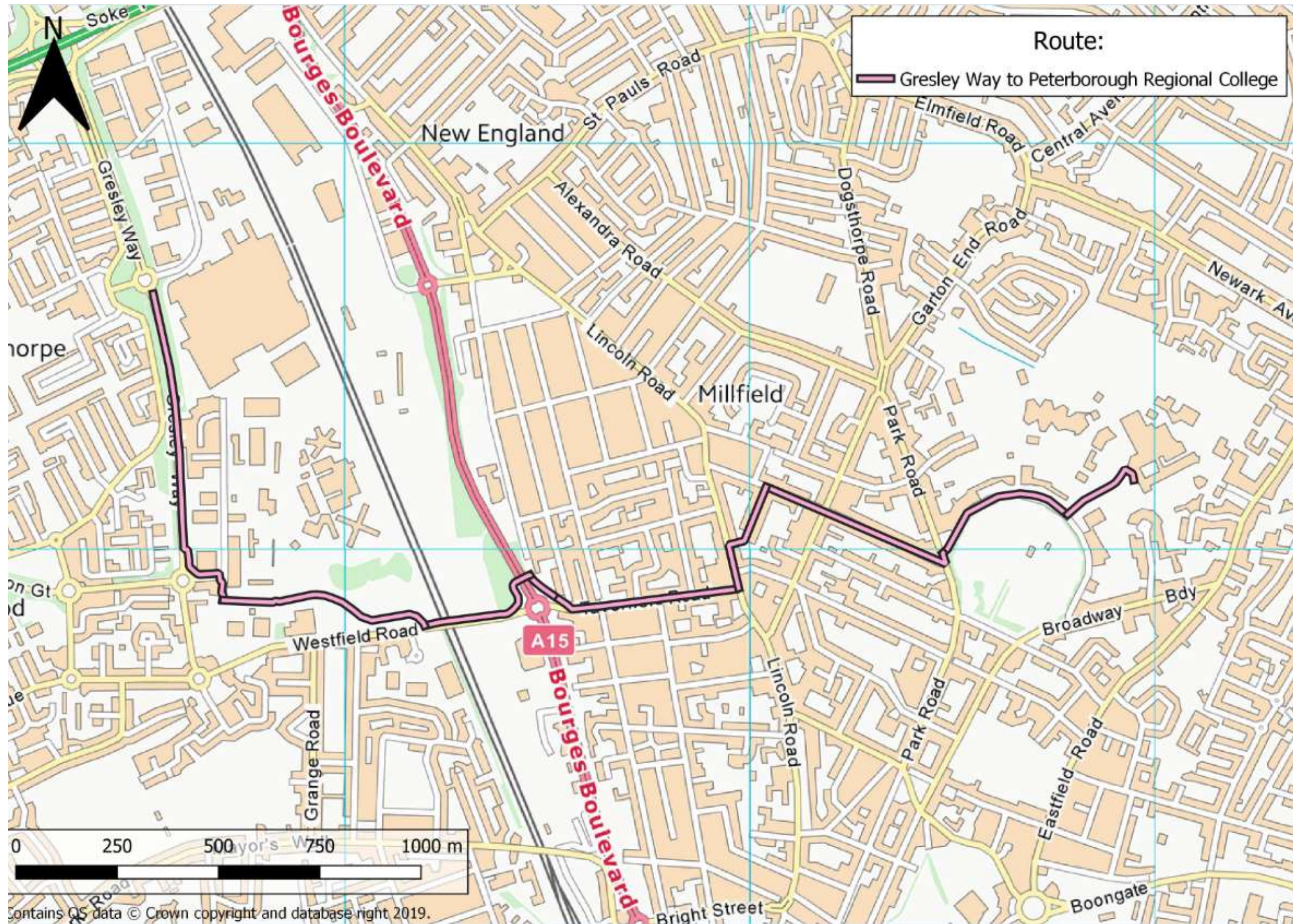
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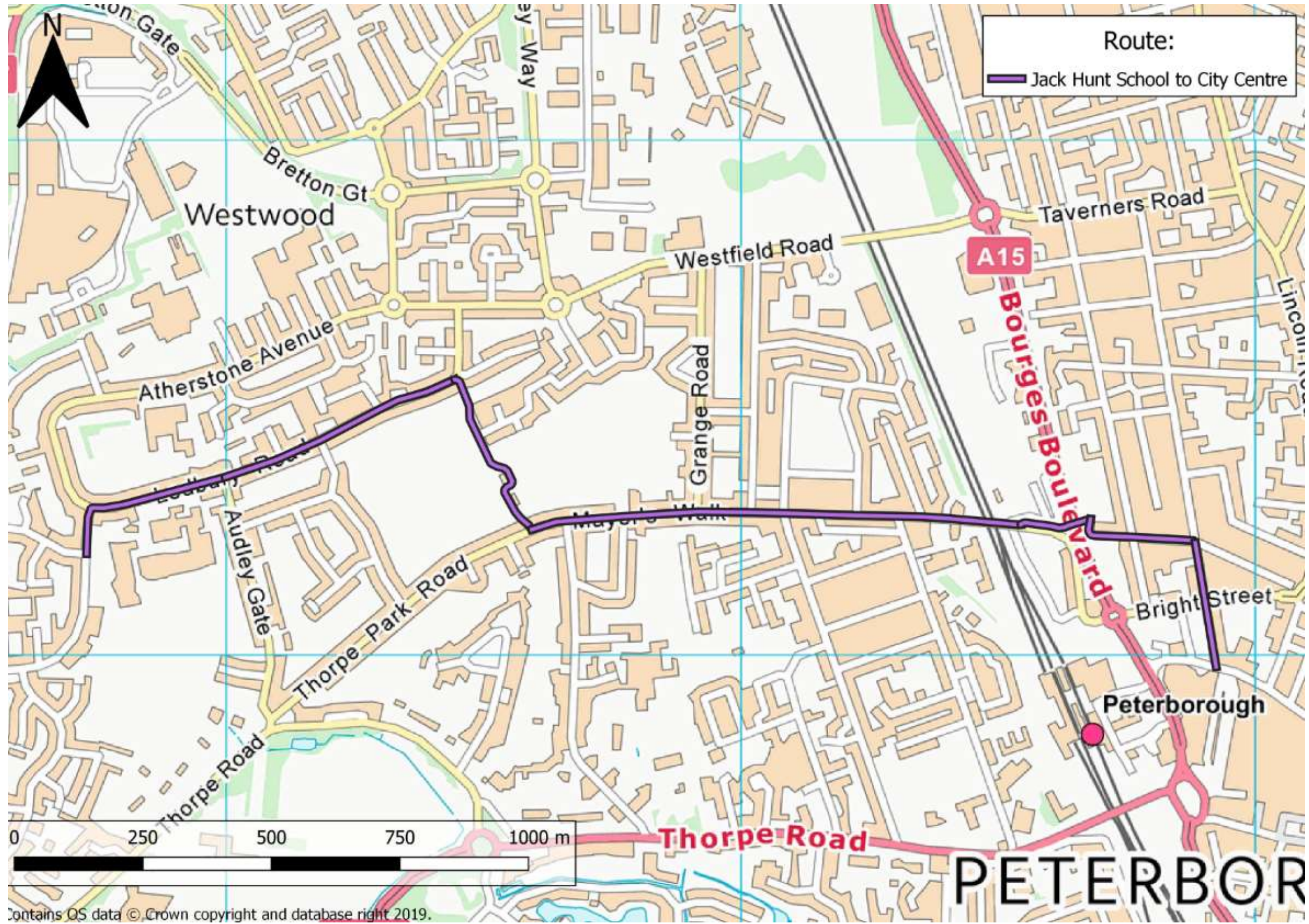


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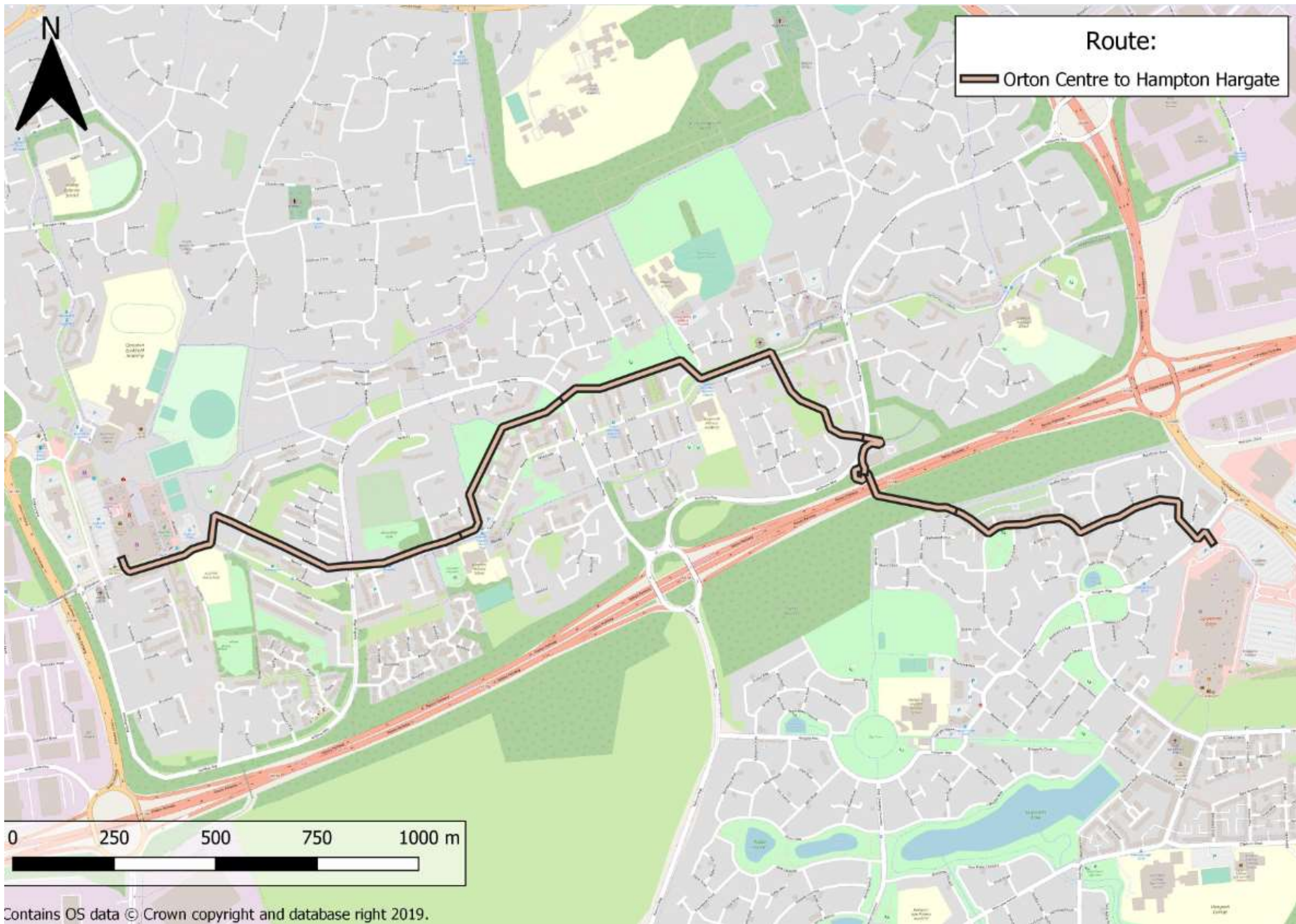




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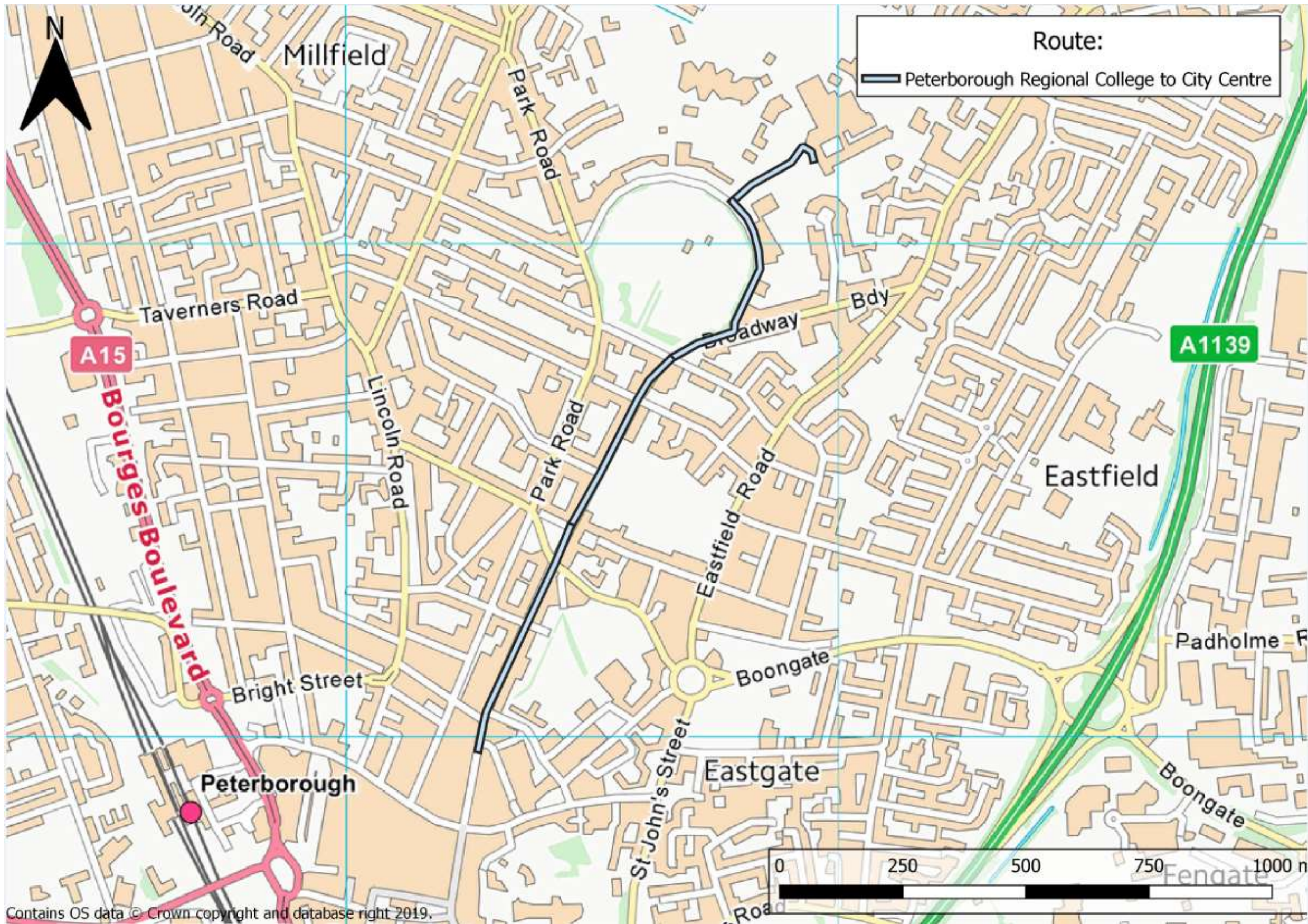




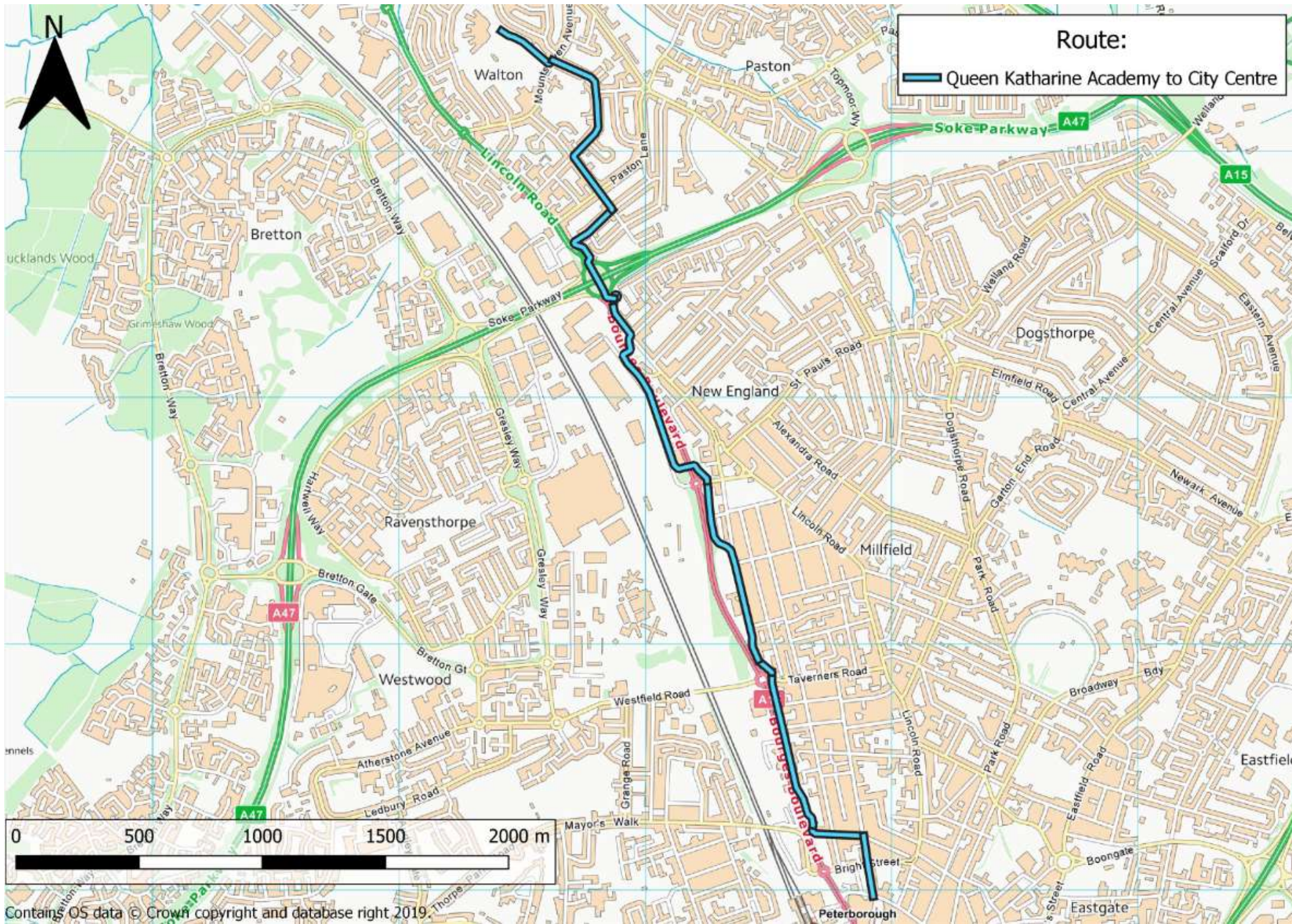
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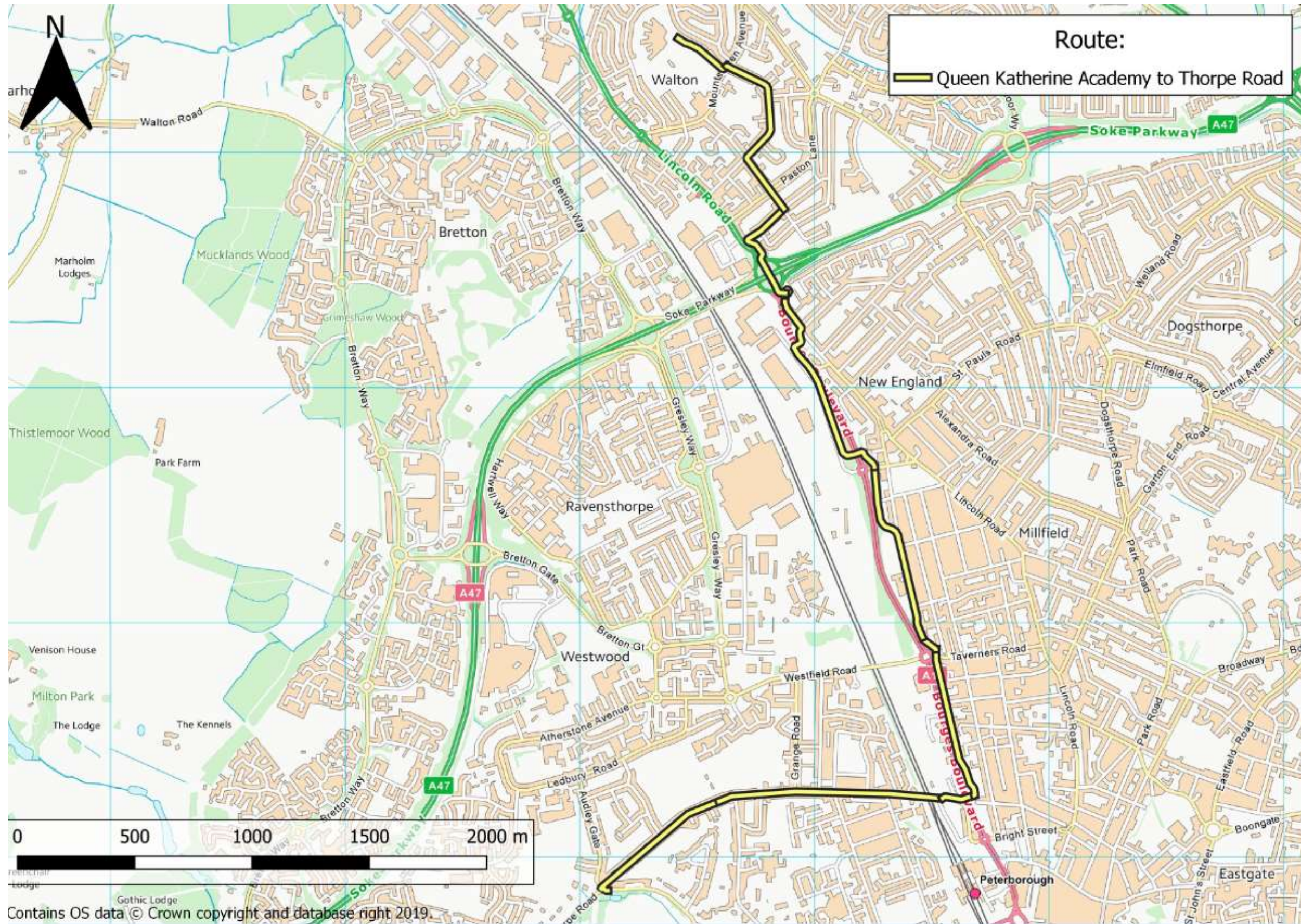
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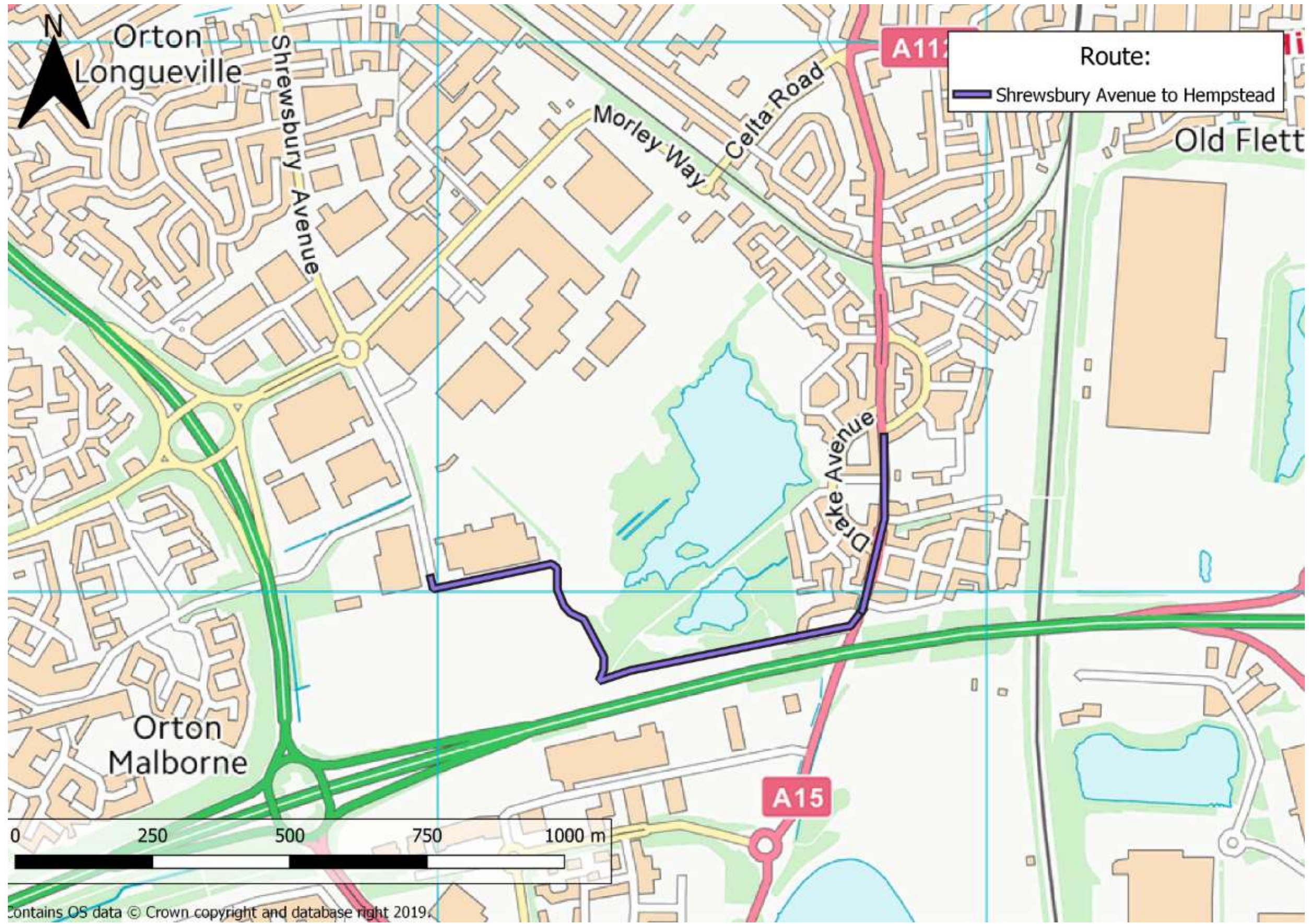
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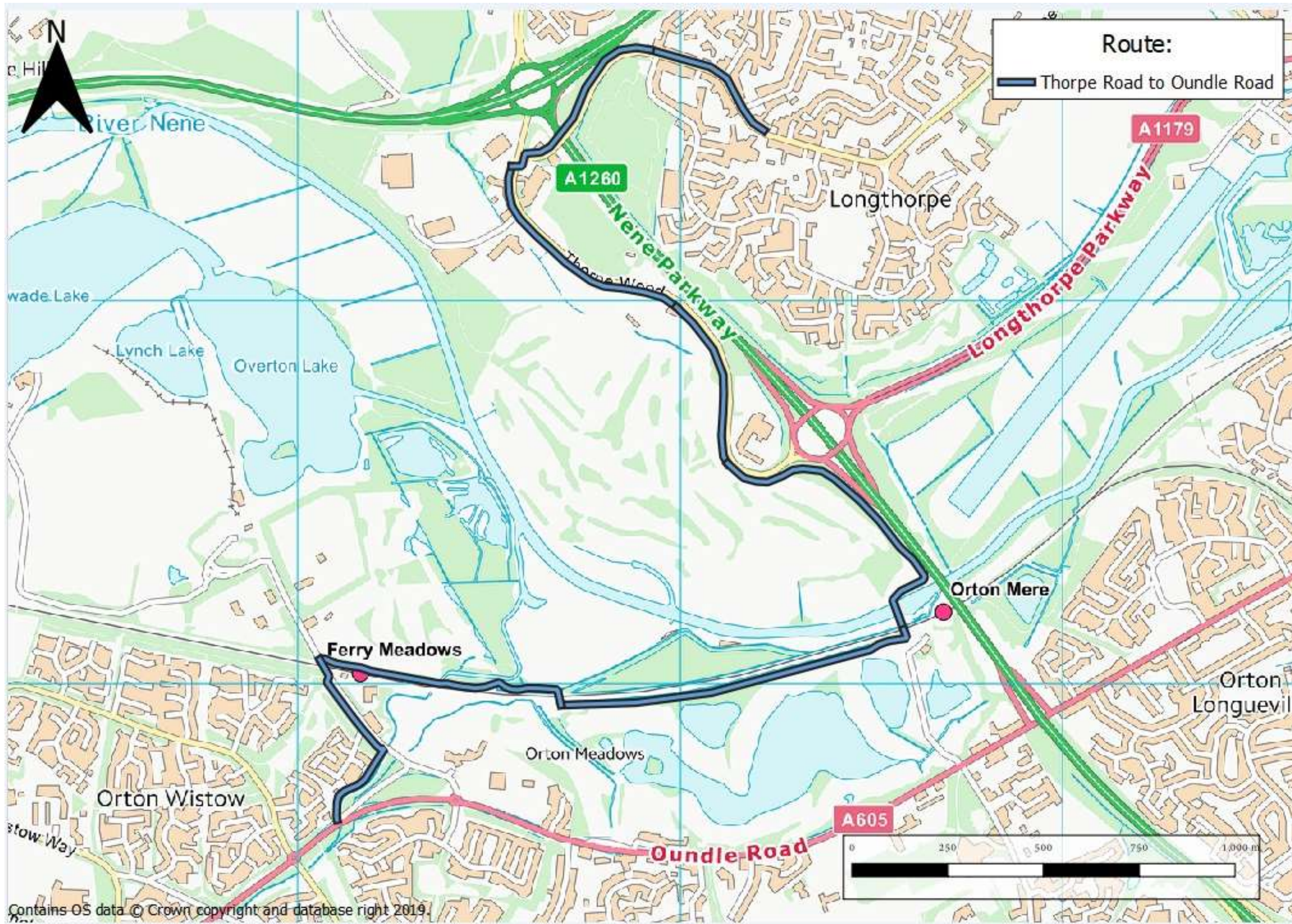
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Appendix B

Individual Route Selection Tool (RST)

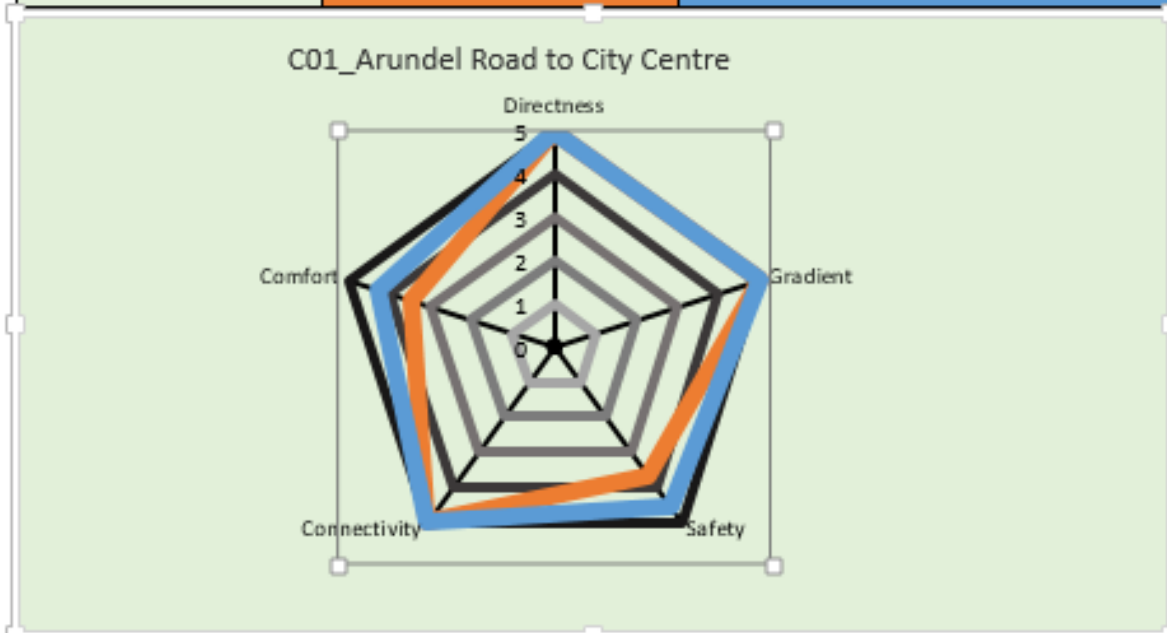
Score Summaries

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	C01_Arundel Road to City Centre
Overall Length	4.20
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	3.67	4.58
Connectivity	5.00	5.00
Comfort	3.48	4.30



Number of Existing Critical	6
Number of Potential Critical	0
Description of Improvements	Lighting, signage and painting required for whole route. Surveillance required for approx 2km of route. Signalised junction required. Continuation of segregated shared use pavement required for approx 0.5km. Approx 1.5km of resurfacing required. Wayfinding 0.5km approx.
Indicative Cost	£884,000

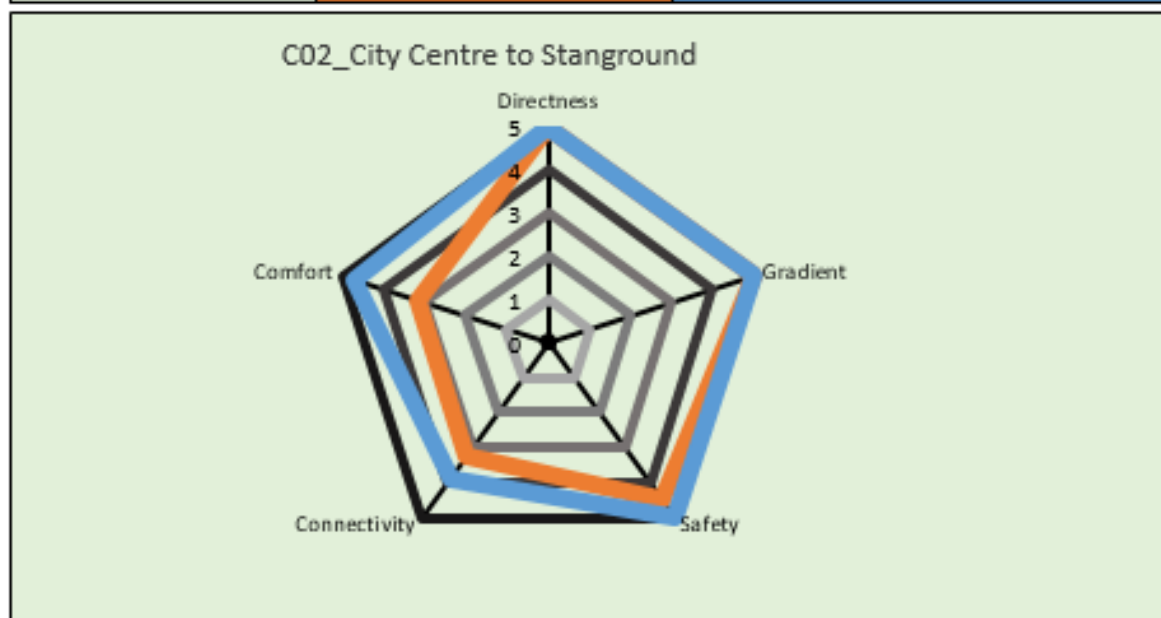
C02

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	C02_City Centre to Stanground
Overall Length	3.26
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	4.45	5.00
Connectivity	3.23	3.86
Comfort	3.14	4.69



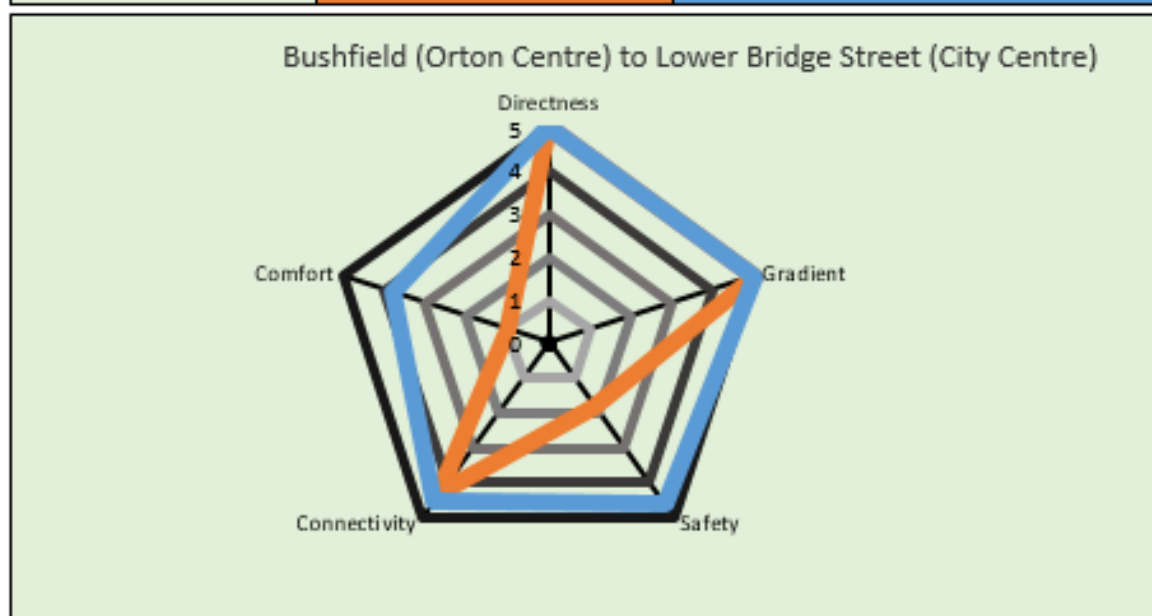
Number of Existing Critical	9
Number of Potential Critical	3
Description of Improvements	Increase permeability through declutter and obstacle removal. Lighting (0.4km), surveillance under parkway, Crossing island x1, Widening pavement (0.1km), painted cycle lanes (0.48km)
Indicative Cost	€126,000

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Bushfield (Orton Centre) to Lower Bridge Street (City Centre)
Overall Length	5.5km
Name of Assessor(s)	Rebecca Presland
Date of Assessment	March 6th 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	1.81	4.58
Connectivity	4.33	4.52
Comfort	1.03	3.79



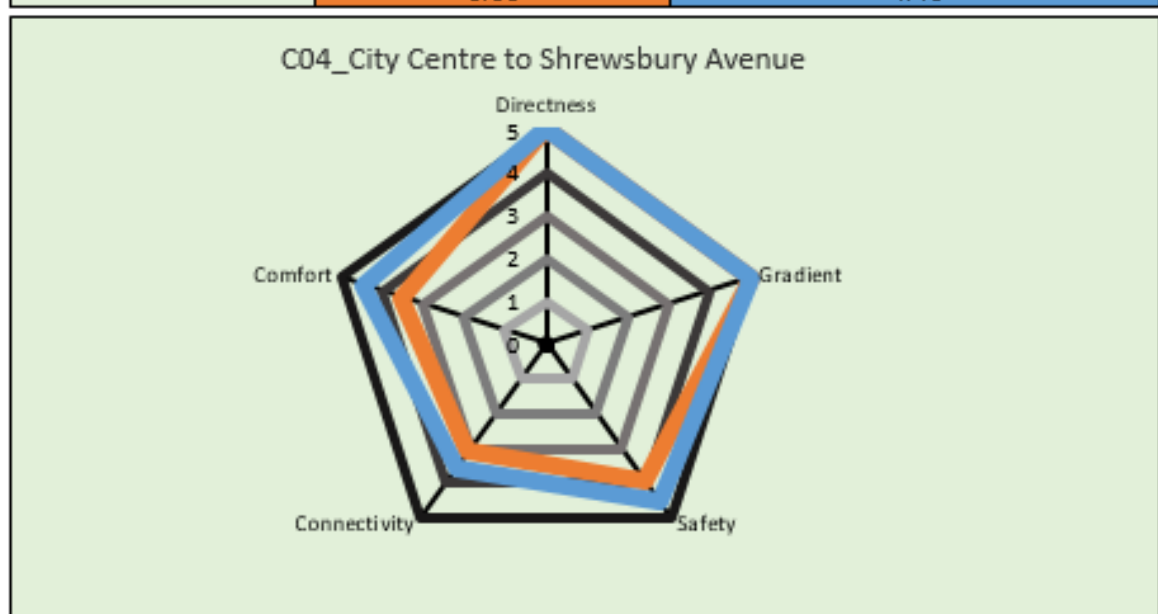
Number of Existing Critical	22
Number of Potential Critical	2
Description of Improvements	Painting / repainting cycleway (3.1km), Mixed strategic cycle route (0.8km), Declutter (x1), Lighting (0.5km), Surveillance (x1)
Indicative Cost	€905,000

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	C04_City Centre to Shrewsbury Avenue
Overall Length	3.86
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Performance Scores		
Criterion	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	3.92	4.50
Connectivity	3.09	3.56
Comfort	3.53	4.48



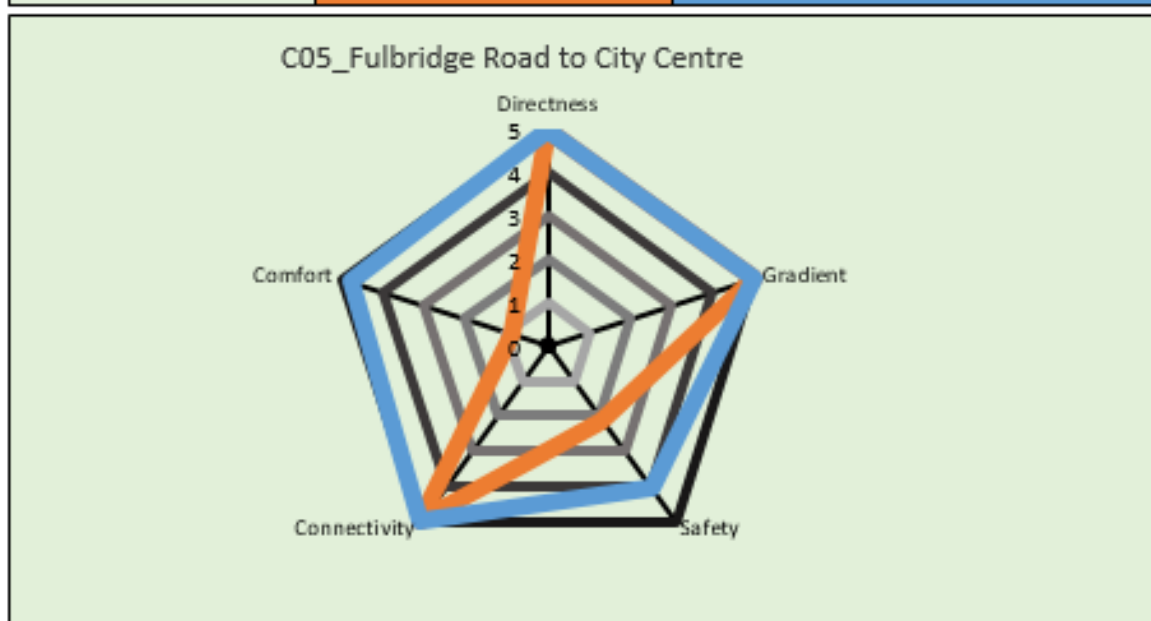
Number of Existing Critical	15
Number of Potential Critical	6
Description of Improvements	Candy Street etc - shared access. Lighting (1.52km), Surveillance (x3), paint segregated cycle lane (1.33km), Mixed Strategic cycle route (0.4km)
Indicative Cost	£884,000

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	C05_Fulbridge Road to City Centre
Overall Length	5.43
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	2.13	4.07
Connectivity	5.00	5.00
Comfort	0.89	4.79



Number of Existing Critical	21
Number of Potential Critical	6
Description of Improvements	Approx 2km of mixed strategic cycle route, remodel of 2 roundabouts, update pedestrian bridge to inc cycles, creation of cycle route through Fullbridge Rec, approx 1km of painting for on road cycle lanes, approx 1.2km of upgrade to pavement to make shared use, approx 2km of
Indicative Cost	£1,841,000

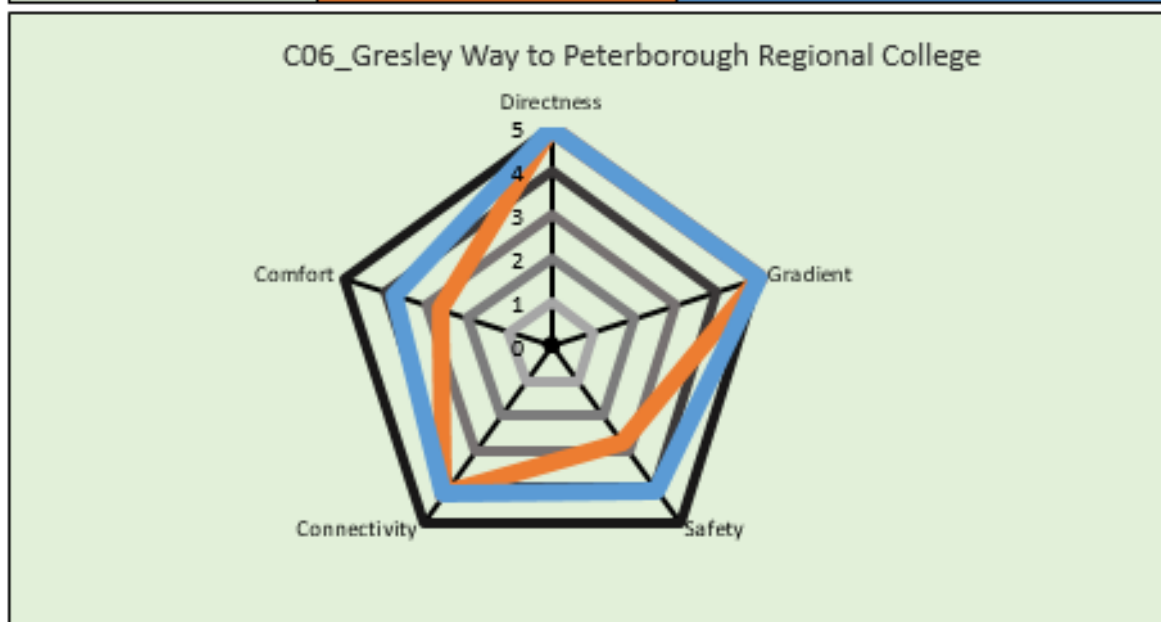
C06

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	C06_Gresley Way to Peterborough Regional College
Overall Length	3.69
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	2.76	4.14
Connectivity	4.17	4.17
Comfort	2.67	3.76



Number of Existing Critical	14
Number of Potential Critical	9
Description of Improvements	Approx 1.3km of segregated mixed strategic cycle route, approx 2km repainting, approx 0.8km resurfacing, signage, surveillance and lighting throughout, advance stop line and priority crossing (junction remodel)
Indicative Cost	£1,464,000

C07

Local Cycling and Walking Infrastructure Plan: Route Selection Tool ROUTE SUMMARY

Route Name	C07_Jack Hunt School to City Centre
Overall Length	2.7M
Name of Assessor(s)	Hebeccoe (Presland)
Date of Assessment	02 May 2018

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	2.62	4.83
Connectivity	5.00	5.00
Comfort	1.50	5.00



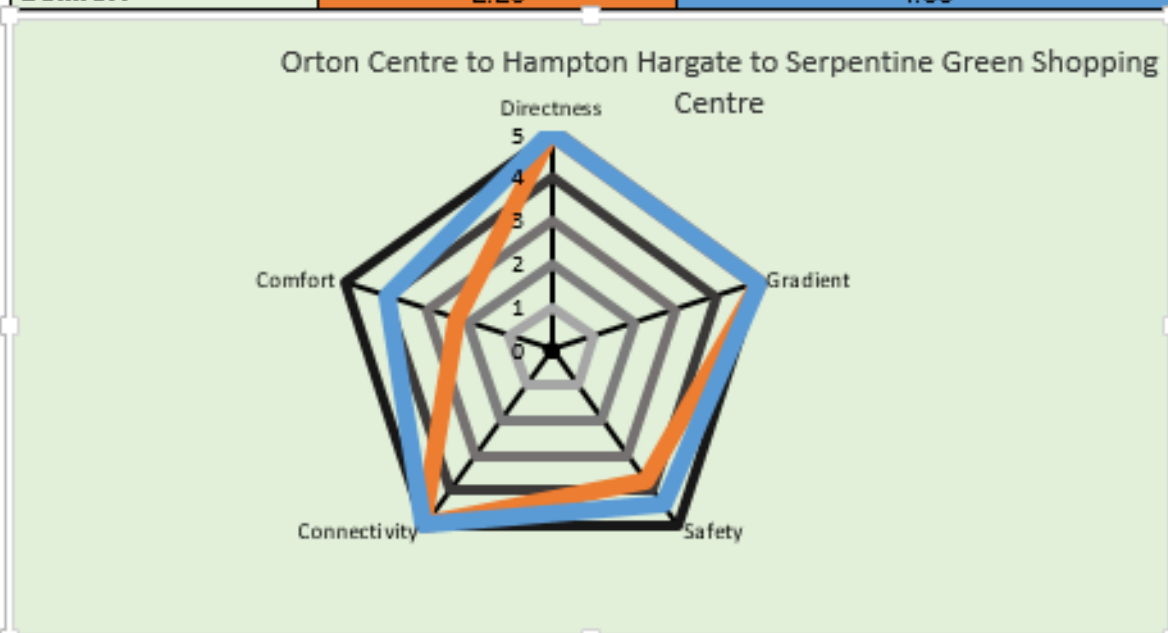
Number of Existing Critical Junctions/Crossings	21
Number of Potential Critical Junctions/Crossings	5
Description of Improvements	Approx: 1km mixed strategic cycle route, 1km of resurfacing, 0.2 km signage and possible 20mph zone.
Indicative Cost	£1,053,000

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Orton Centre to Hampton Hargate to Serpentine Green Shopping Centre
Overall Length	3.5km
Name of Assessor(s)	Rebecca Presland
Date of Assessment	

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	3.76	4.39
Connectivity	5.00	5.00
Comfort	2.28	4.00



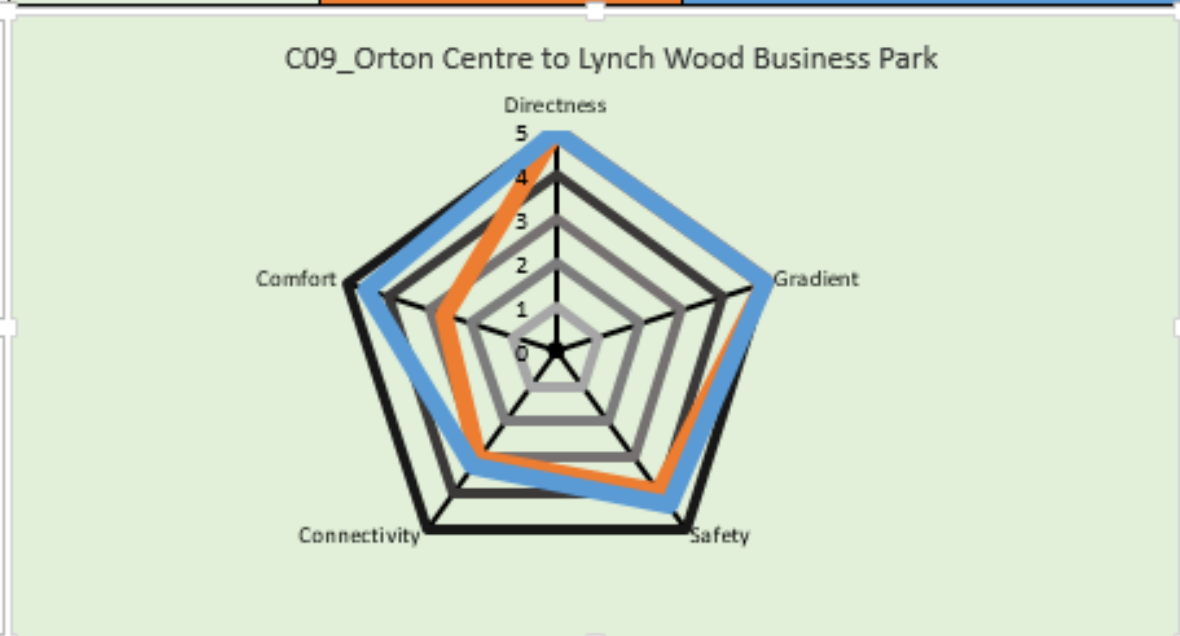
Number of Existing Critical	10
Number of Potential Critical	6
Description of Improvements	Surveillance (x2), Lighting (1.35km), Mixed strategic cycle route (0.7km), paint segregated cycle lane (0.85km).
Indicative Cost	£512,000

C09

Local Cycling and Walking Infrastructure Plan: Route Selection Tool ROUTE SUMMARY

Route Name	C09_Orton Centre to Lynch Wood Business Park
Overall Length	1.40
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	3.99	4.35
Connectivity	3.02	3.25
Comfort	2.64	4.54



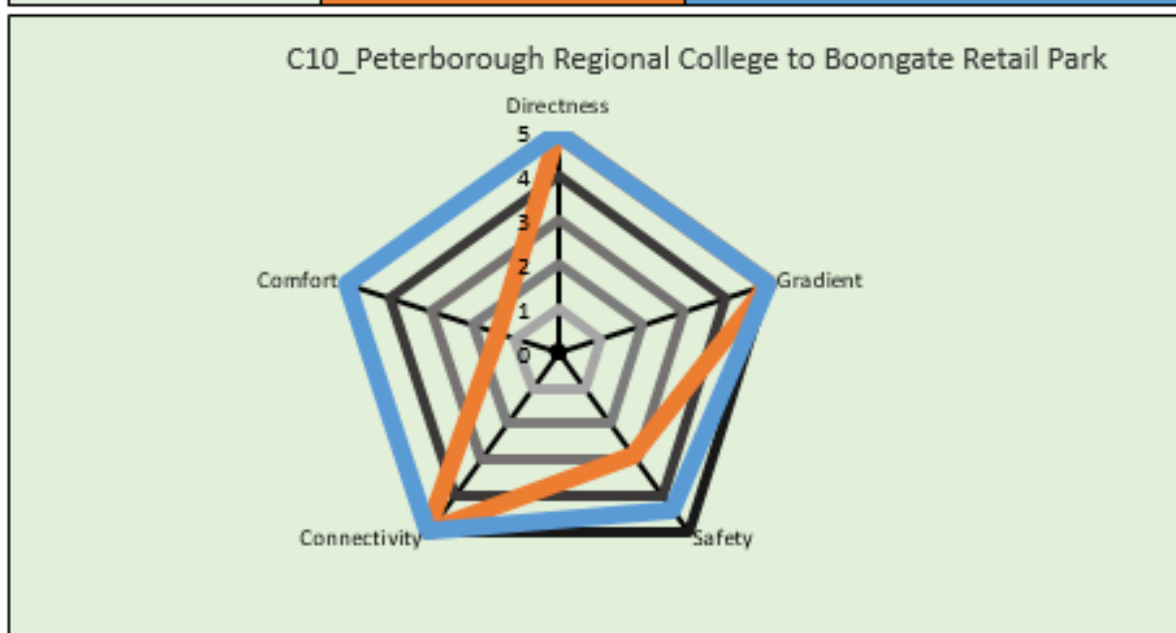
Number of Existing Critical	7
Number of Potential Critical	2
Description of Improvements	Mixed strategic cycle route (new, 0.81km), lighting (0.15km), surveillance (x1), shared use (0.44km).
Indicative Cost	£1,721,000

C10

Local Cycling and Walking Infrastructure Plan: Route Selection Tool ROUTE SUMMARY

Route Name	C10_Peterborough Regional College to Boongate Retail Park
Overall Length	2.36
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Performance Scores		
Criterion	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	2.91	4.39
Connectivity	5.00	5.00
Comfort	1.42	5.00



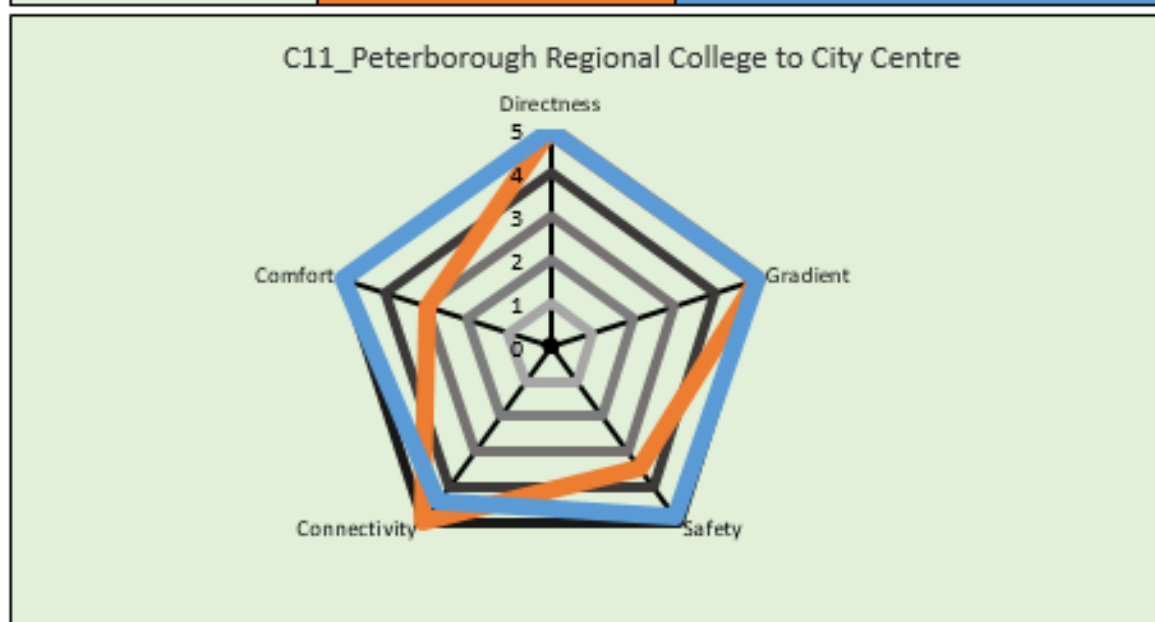
Number of Existing Critical	16
Number of Potential Critical	4
Description of Improvements	Through Central Park - signage / resurfacing / lighting and signage approx 0.8km. Approx 1km of cycle lane marking and 0.5km of mixed strategic cycle route, 2 major junction remodelling / priority crossings.
Indicative Cost	£980,000

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	C11_Peterborough Regional College to City Centre
Overall Length	1.54
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	3.48	4.86
Connectivity	5.00	4.43
Comfort	3.00	5.00



Number of Existing Critical	16
Number of Potential Critical	4
Description of Improvements	Through Central Park - 0.5km of resurfacing, signage. approx 0.5km of mixed strategic cycle route, 1 junction re-model / priority crossing, 0.5 km of painting.
Indicative Cost	£712,000

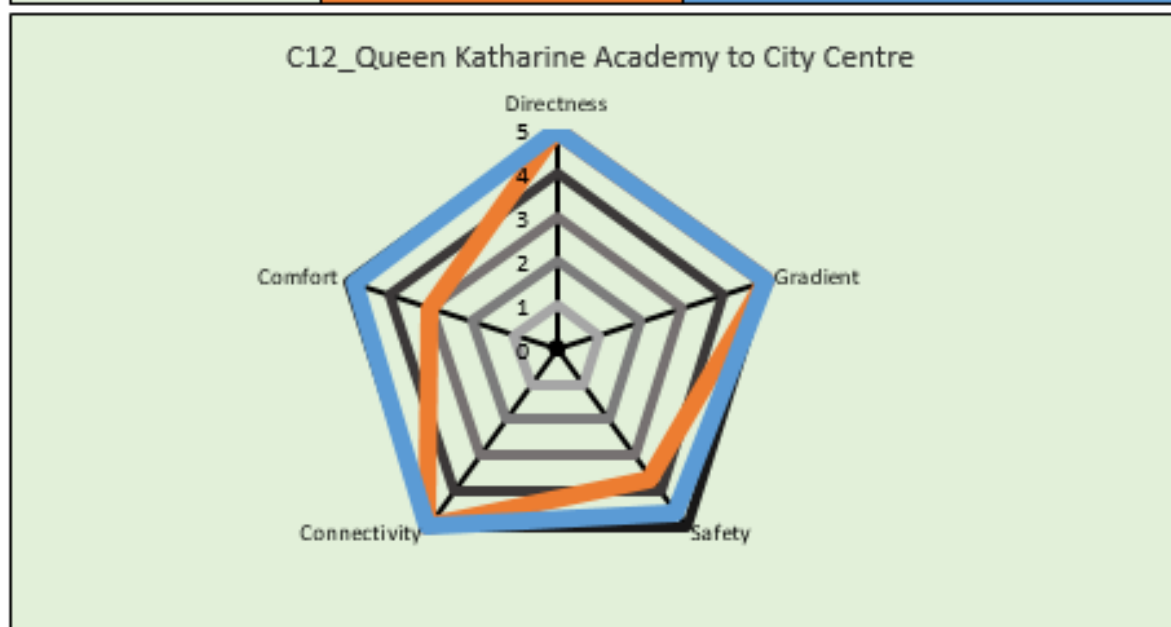
C12

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	C12_Queen Katharine Academy to City Centre
Overall Length	4.61
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	3.64	4.64
Connectivity	5.00	5.00
Comfort	3.04	4.84



Number of Existing Critical	11
Number of Potential Critical	1
Description of Improvements	replace underpass shallow steps with a ramp approx 5km of cycle lane painting / marking. 0.8km of 20mph, Approx 1.7km of resurfacing,
Indicative Cost	£799,000

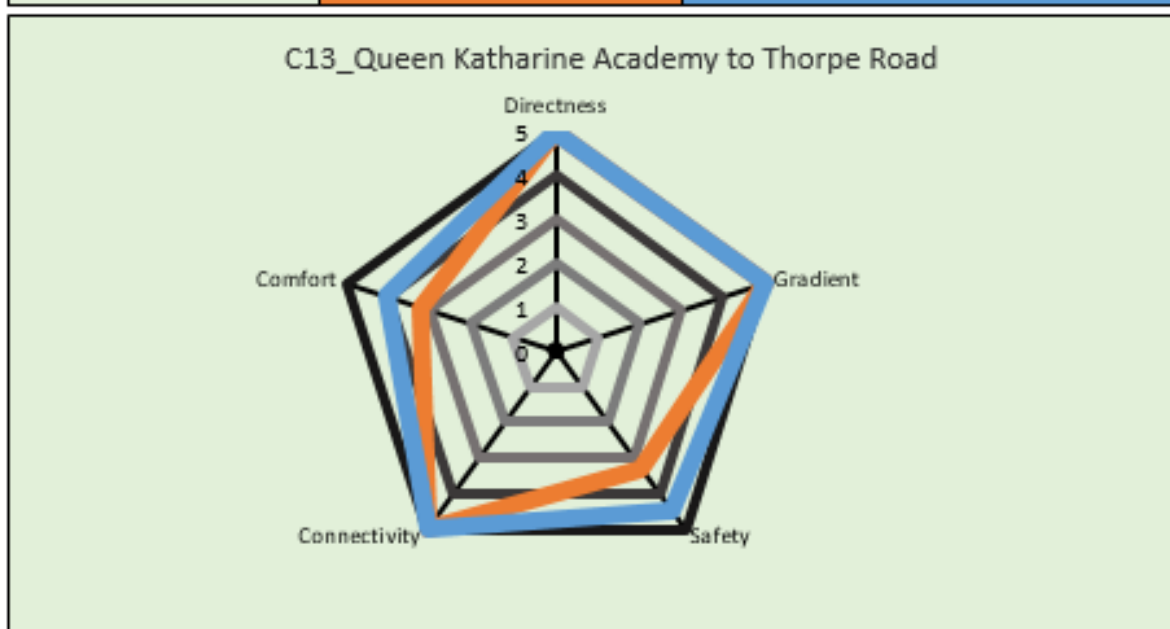
C13

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	C13_Queen Katharine Academy to Thorpe Road
Overall Length	5.50
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	3.31	4.48
Connectivity	4.96	4.96
Comfort	3.22	4.00



Number of Existing Critical	8
Number of Potential Critical	3
Description of Improvements	Lighting improvements and signage approx 3km of route. Additional surveillance for approx 1km, painting lane marking and resurfacing for approx 2.8km. Signalised crossing at 1 junction. New bridge / update to existing bridge (bolt on bridge for pedestrians / cyclists? - Mavors Walk).
Indicative Cost	£1,525,000

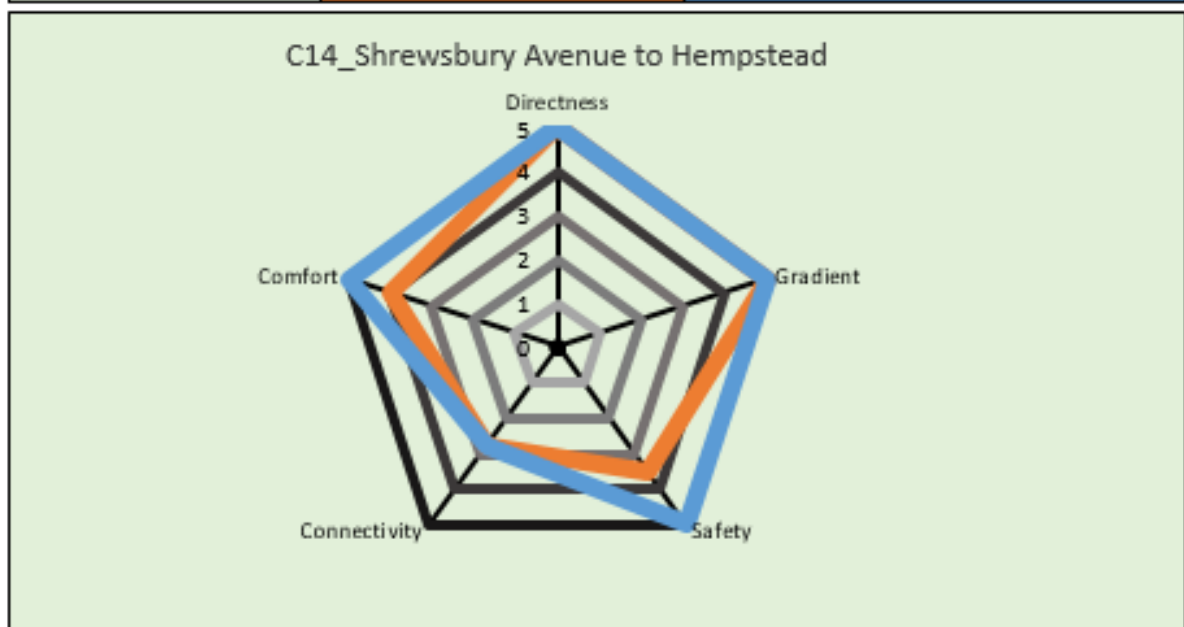
C14

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	C14_Shrewsbury Avenue to Hempstead
Overall Length	1.28
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	3.50	5.00
Connectivity	2.75	2.75
Comfort	4.00	5.00



Number of Existing Critical	1
Number of Potential Critical	0
Description of Improvements	lighting, surveillance and resurfacing (0.96km)
Indicative Cost	£154,000

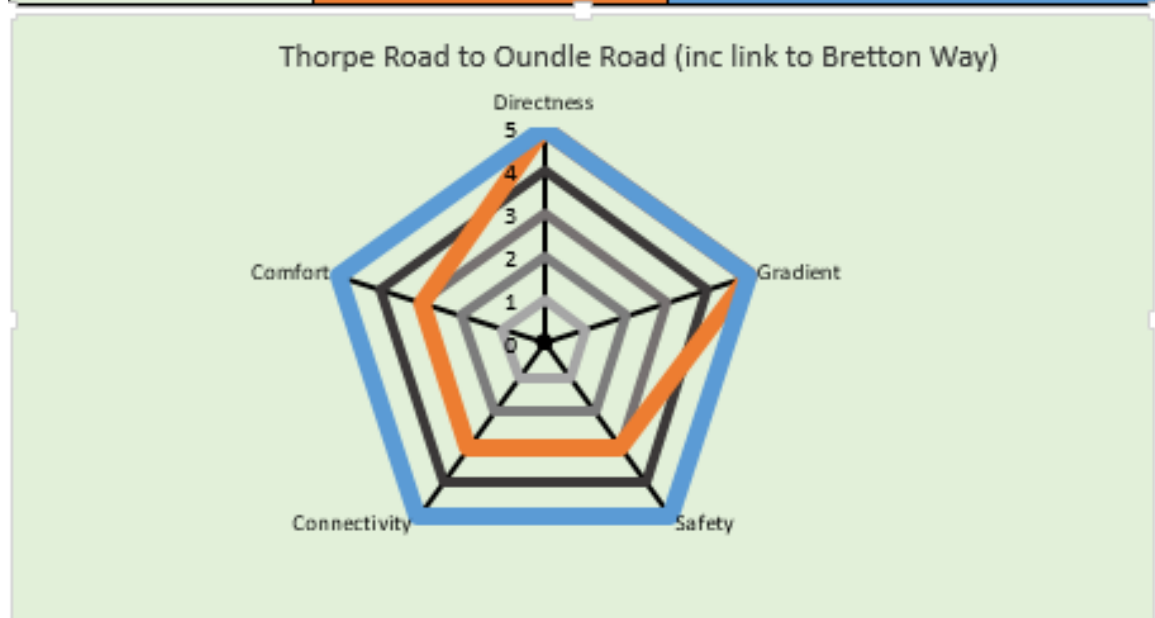
C15

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Thorpe Road to Oundle Road (inc link to Bretton Way)
Overall Length	3.4 (excluding the off-road link to Bretton Way)
Name of Assessor(s)	Rebecca Presland
Date of Assessment	02 May 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	3.00	5.00
Connectivity	3.00	5.00
Comfort	3.00	5.00



Number of Existing Critical	6
Number of Potential Critical	5
Description of Improvements	Bi-directional cycle lane that is segregated from the road inc priority at side roads, installation of up to 3 controlled crossings/zebra, footpath widening, lighting, maintenance and resurface of off road connections, signage.
Indicative Cost	£2.5m

Appendix C

Individual WRAT Route Summaries

ROUTE SUMMARY

Route Name	Lincoln Road
Length	2880m
Name of Assessor(s)	Rebecca Presland
Date of Assessment	01 June 2019
Criterion	Performance Scores
Attractiveness	3
Comfort	7
Directness	6
Safety	3
Coherence	1
Total	20
Comments	<p>The quality of the environment along this route is generally poor. The general quality of footway material, street furniture and landscaping does not reflect the function of the link as a local high street. The link is a local high street, with many shops and two supermarkets. This is not reflected on the quality of the pedestrian environment. For example:</p> <ul style="list-style-type: none"> • The footway is obstructed by parked vehicles • Crossing the road is restrained by guard railing and bollards. • The footway is made of a range of materials and is in poor condition in places. • Appropriate street furniture, improving the amenity of a place (benches, bins, planters etc.) is sparse and of various styles. <p>As this is a retail area, crossing demand is high with pedestrian crossing between shops.</p>
Actions	<p>Triangle junction - review junction. Remove guardrail ling, locate crossing point on desire line. Harris Street zebra crossing - crossing ends in the carriageway and needs to be relocated between footways. Taverner Road junction - excessive guard railing, confusing cycle infrastructure on footway. Provide pedestrian phase and review cycle infrastructure. Craig Street bus shelter - reduces useable footway - relocate with rear to road or further north where footway is wider. Bright Street junction - major access point to city centre, wide and complex junction with no pedestrian phase. Reduce size and complexity. Whole / part route - resurfacing, wayfinding and signage, dropped kerbs, CCTV, guardrail ling removal, updates to street furniture, tactile paving, improve crossing facilities, possible additional pedestrian crossings.</p>

W02

ROUTE SUMMARY

Route Name	Park Road (Bluebell Avenue to Westgate)
Length	3067
Name of Assessor(s)	Rebecca Presland
Date of Assessment	01 May 2019

Criterion	Performance Scores
Attractiveness	5
Comfort	6
Directness	9
Safety	5
Coherence	1
Total	26

Comments	<p>Missing dropped kerbs and tactile paving on the northern section (Welland Road and Dogthorpe Road).</p> <p>Obstructions on already narrow footways are a major issue on the southern section of Park Road such as hoarding or temporary traffic signs.</p>
Actions	<p>The double mini-roundabout junction is wide, complex and long to cross with extensive guard railing - Review the need for guard railing and staggered crossings.</p> <p>Geneva Street - Westgate - very narrow footways, below the 1.5m recommended minimum width for a wheelchair to pass - Consider widening footways by reviewing parking provisions.</p> <p>Burghley Road has high level of vehicle traffic, but no controlled crossings; existing uncontrolled crossings are not always on pedestrians' desire line and constrained by guard railing.</p> <p>Burghley Park has no crossing point at all - Review junction layout to achieve a better balance of the needs of all road users.</p> <p>Some uneven surfaces, bus shelters and street furniture need to be removed / moved in 3 locations. Side streets missing dropped kerbs / tactile paving.</p>

W03

ROUTE SUMMARY

Route Name	W03 - City Centre Perimeter (Westgate / Bourges Boulevard - Vineyard rd. / Bishop's rd.)	
Length	2630	
Name of Assessor(s)	Rebecca Presland	
Date of Assessment	01 August 2019	
Criterion	Performance Scores	
Attractiveness		5
Comfort		12
Directness		8
Safety		6
Coherence		2
Total		33
Comments	Relatively new upgrades ((of high standard) that make walking and cycling the preferred choice) to the majority of this route.	
Actions	General maintenance, increased signage, upgrades to Midgate area of route.	

W04

ROUTE SUMMARY

Route Name	W04 - Fengate (Gravel Walk / Vinyard Road - Vicarage Farm Road)	
Length	2792	
Name of Assessor(s)	Rebecca Presland	
Date of Assessment	01 July 2019	
Criterion	Performance Scores	
Attractiveness		3
Comfort		5
Directness		6
Safety		3
Coherence		1
Total		18
Comments	<p>A key issue here is the lack of footway on the eastern side of the road in two places. It first disappears at the junction with Third Drove, forcing pedestrians to cross with no crossing facility and a high level of traffic and HGVs.</p> <p>The footway comes back temporarily to serve the bus stop at Titan Drive with two uncontrolled tactile crossings, but is then absent again all the way to the end of the route. This provision is poor, but due to the industrial nature, these roads are not often frequented by pedestrians.</p> <p>Another issue was the signal junction at Boongate, where there is pedestrian phase on two out of three arms and large amounts of guard railing, meaning pedestrians are forced to take a detour and wait for longer periods. The guard railing also reduces the width of the footway.</p>	
Actions	An uncontrolled refuge island crossing facility where the footway ends and at bus stops could in this case be considered adequate provision.	

W05

ROUTE SUMMARY

Route Name	Oundle Road (Lynch Wood to Town Bridge)
Length	5717
Name of Assessor(s)	Rebecca Presland
Date of Assessment	01 June 2019
Criterion	Performance Scores
Attractiveness	3
Comfort	8
Directness	7
Safety	2
Coherence	1
Total	21
Comments	Maintenance is an issue along the route, mainly litter, poorly kept soft landscaping and footways in poor condition. Excessive use of guardrailing. Generally able to accommodate all users (nearer Town Bridge) footpath narrow under railway bridge - conflict if busy and not suitable for wheel-chair users.
Actions	Signage, removal of clutter, new crossings, refuges, 500m widening, resurfacing

W06

ROUTE SUMMARY

Route Name	Eastfield Road (Peterborough City Market - Frank Perkins Parkway Overbridge)
Length	2476
Name of Assessor(s)	Rebecca Presland
Date of Assessment	01 August 2019
Criterion	Performance Scores
Attractiveness	3
Comfort	6
Directness	6
Safety	3
Coherence	1
Total	19
Comments	Maintenance is an issue in places, mainly graffiti, untrimmed hedges and footways in poor condition. Footways are obstructed (illegal parking, guard railing and bollards) at the local retail area near the junctions of Eastfield Road with Monument Street and Padholme Road. There is a lack of crossing opportunities along most of the road as the carriageway is wide and traffic level is high and moves fast.
Actions	Newark Avenue junction - Add pedestrian phase at signalled junction. Broadway junction - Add pedestrian phase to traffic signal. Junction 39 roundabout - review junction layout. St Johns Road - Increase crossing provision. New Road / Northminster - Increase crossing provision. General maintenance along route.

W07

ROUTE SUMMARY

Route Name	Broadway (Long Causeway to Eastfield Road (Via Broadway))	
Length	1572	
Name of Assessor(s)	Rebecca Presland	
Date of Assessment	01 July 2019	
Criterion	Performance Scores	
Attractiveness	5	
Comfort	9	
Directness	8	
Safety	6	
Coherence	1	
Total	29	
Comments	<p>Footways are obstructed along the south end of the route, causing difficulty and annoyance to pedestrians particularly between Burghley Park and Westgate. The main cause are illegal parking, traffic signs, bollards and other street furniture.</p> <p>Eastfield Road junction - The junction is wide and has fast moving traffic but no pedestrian phase at all at the traffic signal.</p> <p>Park Crescent junction - This side street is very wide at the junction, with no refuge island. the route is likely to be used by young pedestrians as Park Crescent leads to the Regional College and Thomas Deacon Academy.</p> <p>Burghley Park junction - Crossings at the signalled junction are not on pedestrian's desire line. The path is constrained by guardrailling.</p> <p>Broadway (Southern end) - This section has a poor quality environment which does not reflect its position as a major access to the city centre. Footways are obstructed by illegal parking, traffic signs, bollards and other street furniture. De-clutter footways and enforce illegal parking.</p>	
Actions	<p>Decluttering and maintenance for whole route.</p> <p>Eastfield Road junction - Add ped phase to traffic signal to provide easier and safer crossing.</p> <p>Park Crescent junction - Reduce junction width by introducing a refuge island.</p> <p>Burghley Park junction - Review junction layout. remove excessive guardrailling. Relocate crossing on desire line.</p> <p>Broadway - Widen footways. De clutter.</p>	

W08

ROUTE SUMMARY

Route Name	W08 - Thorpe Road (Apsley Way - Crescent Bridge roundabout)	
Length	3072	
Name of Assessor(s)	Rebecca Presland	
Date of Assessment	01 August 2019	
Criterion	Performance Scores	
Attractiveness	4	
Comfort	8	
Directness	9	
Safety	4	
Coherence	1	
Total	26	
Comments	<p>Links with new housing development on Thorpe Road (old hospital site). Land before Crescent Bridge earmarked for development.</p> <p>Thorpe Road is segregated from the city centre by the rail tracks and Bourges</p>	
Actions	<p>Remove lane on Crescent Bridge</p> <p>Longthorpe - narrow footway</p> <p>West of Longthorpe Parkway junction - increase crossing opportunities</p>	

W09

ROUTE SUMMARY

Route Name	London Road (Fletton Parkway underbridge - Bridge Street)
Length	2730
Name of Assessor(s)	Rebecca Presland
Date of Assessment	01 July 2019
Criterion	Performance Scores
Attractiveness	3
Comfort	9
Directness	6
Safety	3
Coherence	1
Total	22
Comments	The first part of the route between the Fletton Parkway underpass and Old Fletton School are of high quality and a recent upgrade has taken place when new residential development was undertaken. The route has been
Actions	Signage, de-clutter. Resurfacing on bridge. New Crossings potentially 3)

W10

ROUTE SUMMARY

Route Name	W10 - Mayors Walk (Audley Gate - Bourges Boulevard)
Length	1892
Name of Assessor(s)	Rebecca Presland
Date of Assessment	01 September 2019
Criterion	Performance Scores
Attractiveness	4
Comfort	4
Directness	7
Safety	3
Coherence	1
Total	19
Comments	Lack of dropped curbs. Depressions and rough surfaces causing trip hazards. Pavement parking and obstructions by parked cars. Some unnecessary guard railing. Poor signage throughout. Mayors Walk / Bourges Boulevard - footways narrow (bridge) and subway needs maintenance / lighting etc.
Actions	Aldermans Drive junction - Remove guardrailing and align crossings on pedestrians' desire line. The signalled junction has pedestrian phase on all arms, but crossings are not aligned with pedestrians' desire line and is constrained by guardrailing. Guardrailing could be removed as vehicle flow is low and crossings aligned with desire line. Railroad bridge - Russel St subway - Widen footway. Pedestrian provision on the bridge is very poor, with extremely narrow footways and no crossing facility to access the Russel Street subway on the north side. Although Mayor's walk is narrow traffic was fast making difficult to cross. Access to the subway from Mayor's Walk railway bridge should be addressed to ensure the planned atgrade crossing replacing the Russel Street subway has a good accessibility. Shared use path - Review layout. The existing layout of the shared use path is confusing and substandard on narrow footways. Review layout to provide clearer and more comfortable paths to both cyclists and pedestrians.

W11

ROUTE SUMMARY

Route Name	Hartwell Way - (Peterborough City Hospital - Bretton Centre)	
Length	1172	
Name of Assessor(s)	Rebecca Presland	
Date of Assessment	01 September 2019	
Criterion	Performance Scores	
Attractiveness	5	
Comfort	4	
Directness	8	
Safety	6	
Coherence	0	
Total	23	
Comments	There are a number of alternative internal routes from the various housing estates that lead to either the hospital or the Bretton Centre. These routes are well lit, have active surveillance and are in a general good state of repair. There are footbridges (with ramps) to the hospital making the sites accessible for pedestrians. As such this route may have a low score but should not be considered a priority as several other routes exist.	
Actions	Lighting, New crossing and walkway over Bretton Gate and around Hartwell Way. Underpass refurb.	

W12

ROUTE SUMMARY

Route Name	W12 - South Bretton (Peterborough City Hospital - Bretton Centre)	
Length	662	
Name of Assessor(s)	Rebecca Presland	
Date of Assessment	01 September 2019	
Criterion	Performance Scores	
Attractiveness	5	
Comfort	9	
Directness	12	
Safety	6	
Coherence	1	
Total	33	
Comments	mainly issues concerning narrowness, general maintenance, lighting and signage - although the majority of the route is a local (off-road) path.	
Actions	Signage, underpass lighting, wayfinding	

W13

ROUTE SUMMARY

Route Name	W13 - Atherston Avenue (Peterborough City Hospital - Gresley Way)	
Length	2111	
Name of Assessor(s)	Rebecca Presland	
Date of Assessment	01 September 2019	
Criterion	Performance Scores	
Attractiveness	6	
Comfort	6	
Directness	11	
Safety	4	
Coherence	1	
Total	28	
Comments	Significant number of cars parked on pavement causing obstruction to footpath. Footpaths are generally above 1.5m however parked cars reduce this in several parts of the route. Lack of dropped curbs / tactile paving at junction crossings. Fly tipping noted on Buckland Close and pavements become slightly narrower. At the end of Buckland Close the path goes off road to the hospital - very overgrown, no lighting, signage poor and no active / passive surveillance.	
Actions	Zebra crossing (Atherstone Avenue), Lighting (Buckland Close), pedestrian refuge over Cranfield arm, Gresley Way arm, Isham Road.	

W14

ROUTE SUMMARY

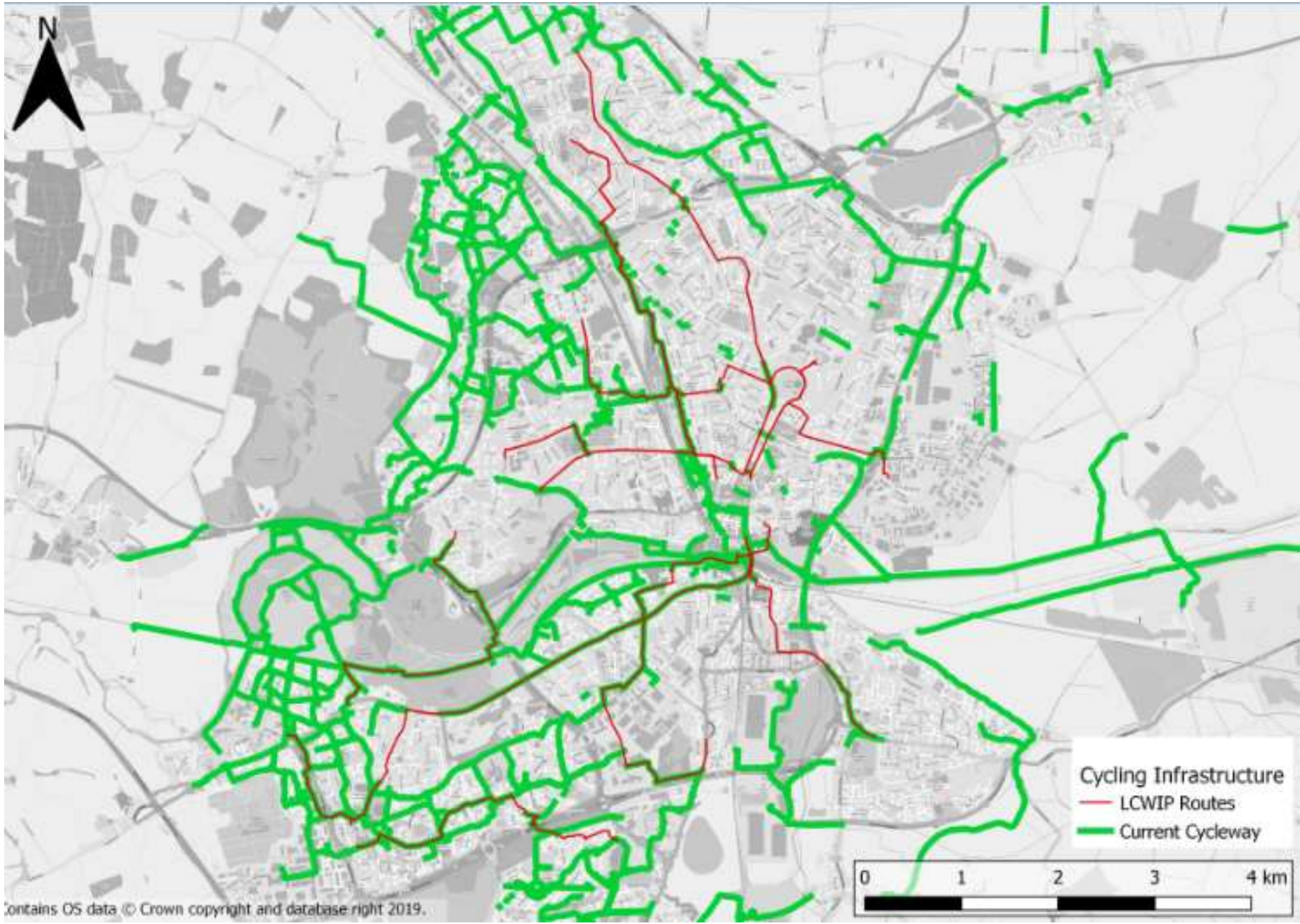
Route Name	W14 - Orton (Orton Centre - Lynchwood)	
Length	1389	
Name of Assessor(s)	Steven Percy	
Date of Assessment	15 October 2019	
Criterion	Performance Scores	
Attractiveness	4	
Comfort	9	
Directness	10	
Safety	6	
Coherence	2	
Total	31	
Comments	Littering, vandalism. Brimbles Way could provide a more direct route. Footway parking. Route straddles the Parkway which could cause confusion. Signage required. Some resurfacing required in some areas (especially near the underpass)	
Actions	New footway (190m, Skye cl/Loch Lomond Way), Signage (Clearing graffiti in underpass, x2). Wayfinding totems (x1)	

ROUTE SUMMARY

Route Name	W15 - Orton (Orton Centre - Phoenix School)	
Length	1778	
Name of Assessor(s)	Rebecca Presland	
Date of Assessment	01 September 2019	
Criterion	Performance Scores	
Attractiveness	5	
Comfort	9	
Directness	11	
Safety	6	
Coherence	1	
Total	32	
Comments	Generally the complete route is of a good standard. Pennington Road (prior to Alnwick Road) has very narrow pavement which would cause issues for some users. People were walking and cycling on the grass verge during the audit. Alnwick - Clayton is off road - pavement narrow and in need of maintenance. Distinct lack of dropped curbs and tactile paving throughout route.	
Actions	New Path (along Clayton, through trees, x140m), crossing (x1)	

Appendix D

Existing Peterborough Cycle Network overlaid with LCWIP Identified Cycle routes



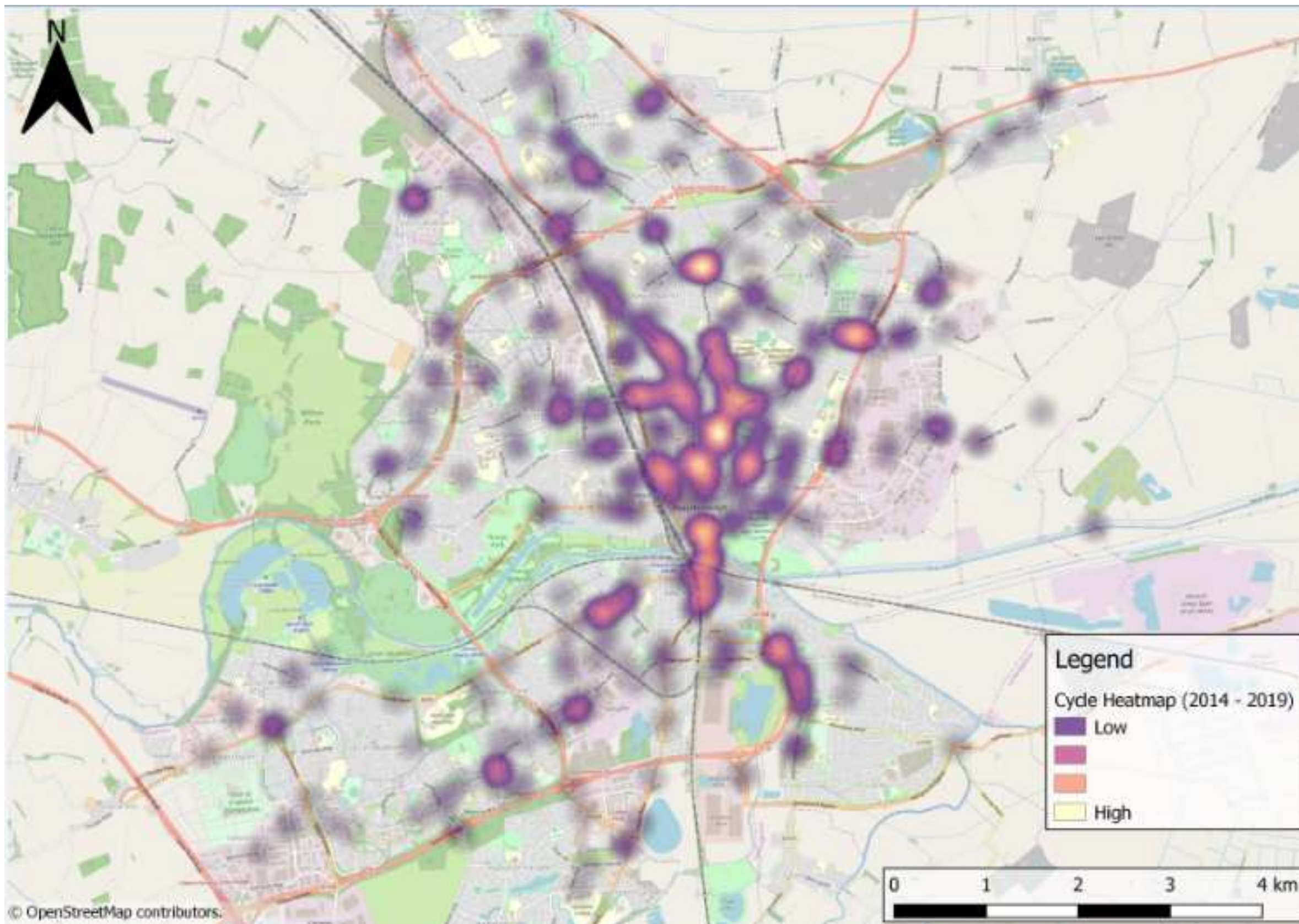
Appendix E

Pedestrian and Cyclist Accident Heat Maps

Pedestrian Accident Heat Map



Cycling Accident Heat Map



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GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE	AGENDA ITEM No. 6
3 NOVEMBER 2021	PUBLIC REPORT

Report of:	Cabinet Member for Waste, Street Scene and Environment Steve Cox – Executive Director, Place and Economy	
Cabinet Member(s) responsible:	Cllr Nigel Simons - Cabinet Member for Waste, Street Scene and Environment	
Contact Officer(s):	James Collingridge - Head of Environmental Partnerships Richard Pearn - Head of Waste, Resources and Energy Charlotte Palmer - Group Manager, Transport and Environment	Tel. (01733) 864736

PORTFOLIO PROGRESS REPORT FROM THE CABINET MEMBER FOR WASTE, STREET SCENE AND THE ENVIRONMENT

R E C O M M E N D A T I O N S	
FROM: Councillor Simons Cabinet Member for Waste, Street Scene and Environment	Deadline date: N/A
It is requested that the Growth, Environment and Resources Scrutiny Committee note the contents of this report.	

1. ORIGIN OF REPORT

1.1 This report is provided to update the Growth, Environment and Resources Scrutiny Committee on the progress of items under the responsibility of the Cabinet Member for Waste and Street Scene.

2. PURPOSE AND REASON FOR REPORT

2.1 The report is being presented by Cllr Simons at the request of the Growth, Environment and Resources Scrutiny Committee. The report will provide an overview of all the key portfolio areas. It will also provide an overview of the current performance of Aragon Direct Services.

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

- 2. Environmental Capital
- 6. Waste Strategy and Management

2.3 The Cabinet Portfolio for Waste and Street Scene and the Environment covers the following areas: -

- a) Peterborough Limited trading as Aragon Direct Services (ADS), ADS cover the following Services: -
 - Street Cleansing
 - Waste and Recycling Collections
 - Grounds Maintenance and Arboriculture
 - Home to School Transport

- Property Maintenance
 - Vehicle Maintenance and Taxi MOTs
 - Catering
- Peterborough Limited additionally cover: -
- Vivacity Leisure
- b) Waste Strategy and Management
 c) Lead on the Council's energy strategy
 d) Responsible for Westcombe Engineering
 e) Responsibility for the Council's Environment Strategy

- 2.4 The areas under this portfolio cover a breadth of services and contribute to all the priorities in the Sustainable Community Strategy: -
- Creating opportunities – tackling inequalities;
 - Creating strong and supportive communities;
 - Creating the UK's environmental capital; and
 - Delivering substantial and truly sustainable growth

3. **TIMESCALES**

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

4.1 **Aragon Direct Services**

- 4.2 Since ADS was formed in February 2019 it has seen many back-office changes to streamline operations and reduce overhead costs to the authority. More recently, Peterborough Limited has also taken on certain services previously delivered by Vivacity which has led to efficiencies as a result of the cross business sharing of resources. This has really helped to bolster PL in areas such as Communications, Finance, and HR.

The current ADS contract now delivers a breadth of services including: -

- Street Cleansing
- Waste and Recycling Collections
- Grounds Maintenance and Arboriculture
- Home to School Transport
- Property Maintenance
- Vehicle Maintenance and Taxi MOTs
- Catering

- 4.2.1 Peterborough Limited (PL) is overseen by a board of directors which includes senior PL officers and Councillors. The board is in place to oversee the running of the company and an overarching view on spend and business development.

PCC have fortnightly contractual meetings with the Managing Director of PL and fortnightly operation meetings with the senior managers of ADS. Ultimately any changes to the governance or structure of PL including performance will be reported into the Shareholder Cabinet Committee.

Daily the contract is monitored by The Head of Environmental Partnership who also uses contractual KPI's to ensure ADS are delivering cost effective services.

4.3 **Overview of Service Areas and Performance**

4.4 **Street Cleansing**

- 4.4.1 ADS undertake street cleansing throughout the city, currently emptying 1,366 litter bins and 351 dog waste bins on varying schedules across the city and since April 2021 Aragon have already

collected 865.01 tonnes of street sweepings.

They are now implementing the annual leafing plan and will work on a cyclical basis to cleanse the city; ADS have worked throughout lockdowns to ensure our city has been kept clean and inviting for residents including our open spaces that were heavily used and appreciated.

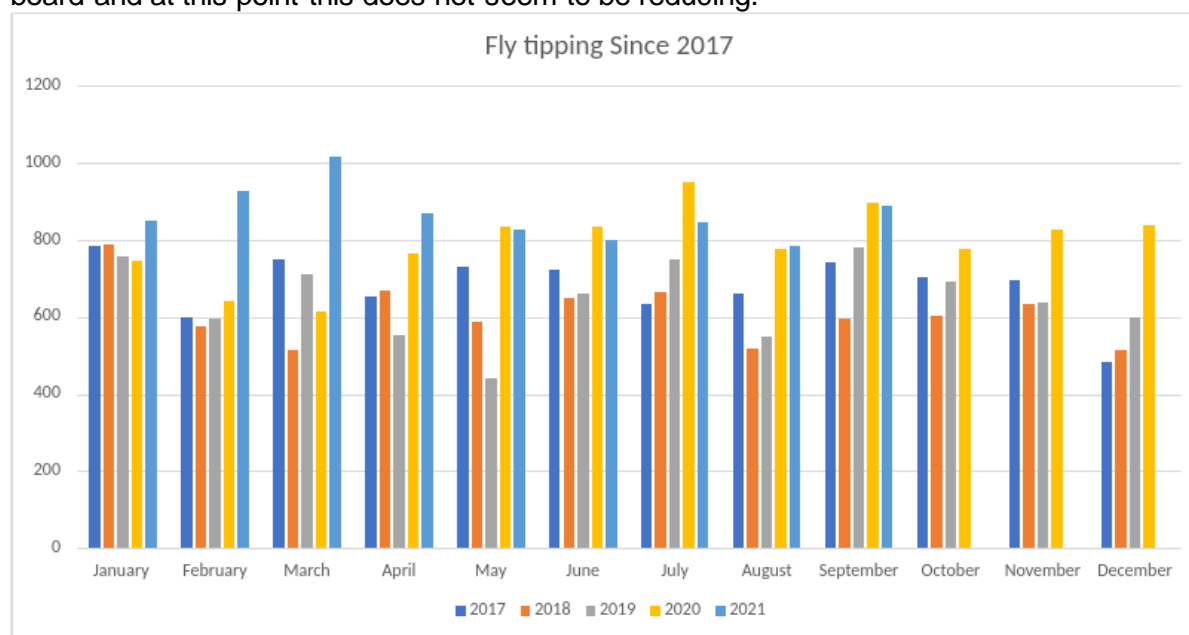
- 4.4.2 ADS has also been fully supportive and actively helping the Peterborough Wombles and the magnificent work they have been doing around the city, ADS has been providing litter pickers and bags collection the waste collected.

We are now currently working jointly to produce a litter strategy that we will adopt for the city including the types of bins we will install, signage and working with groups such as the Wombles.

We have continued to see a positive increase in the number of residents and groups wanting to volunteer to carry out litter picks.

- 4.4.3 Fly tipping continues to be an issue across the city, ADS are working hard to clear it within the KPI timeframe of 24 hours for hazardous and 48 hours for non-hazardous once this is reported to them.

The following table gives a monthly comparison on fly-tip numbers per month since 2017 as you can see the data shows that we have continued to see a high-level rate of fly-tipping across the board and at this point this does not seem to be reducing.



Since April 2021, 85 Fixed Penalty Notices have been issued for fly tipping offences and 9 cases have been prepared for court action.

4.4.4 **RECAP Fly Tipping Group / Task and Finish Group**
RECAP SCRAP Fly-tipping Group

An arrangement with all Councils within the Recycling for Cambridgeshire and Peterborough (RECAP) area, Cambridgeshire County Council and its constituent District Councils and Peterborough, to tackle fly tipping together using a nationally available tool kit is working well with regular meetings and information sharing.

Part of the joint working was signature by RECAP Members to a joint letter from SCRAP participating councils to the sentencing council, who are responsible for guidance to judges and magistrates on sentencing measures for people convicted of crimes including fly-tipping.

The RECAP Fly tipping group continue to meet (via teams) on a monthly basis and is attended by other local authorities across Cambridgeshire.

Currently they are working on the following-

- Social media/ awareness campaign across the district re fly tipping SCRAP It campaign
- Looking into how the group can work closer with the Police and Crime Commissioner around environmental crime, in particular fly tipping.
- Sharing of best practice / intelligence around environmental crime, in particular fly tipping across the districts.

4.4.5 **Fly-tipping Task and Finish Group**

The Leader of the Council set up a cross party Task and Finish working group in June 2018, to examine the issue of Fly Tipping in Peterborough alongside making recommendations on how Council waste policy may evolve to assist in tackling the problem.

Following an interim report in January 2019, the recommendations in which were accepted by Cabinet, additional work was required to hone policy change recommendations into detailed proposals. This further stage of work was presented to Cabinet, following Scrutiny recommendation, in July 2019 and the report was received and several actions were agreed. This report covers the actions requested for development into outline business cases as well as other progress made in related business areas.

All elements proposed were new costs, which were unbudgeted, and therefore not covered for in existing resources and with no certainty that following their introduction that they were likely to reduce fly tipping sufficiently to cover their implementation cost.

Elements

There are several key elements from the report which affect the Household Recycling Centre (HRC) and Waste Collection service and these are set out in the following sections: -

Element 1

Recommend progress on a proposal to purchase an electronic system for replacing the existing paper HRC permit system with same allowance of annual visits, vehicle size and other controls as exists at present.

The proposal includes the ability to obtain a permit in advance, whilst on site on a mobile device and after visiting the site for the first time if the resident was unaware of the system when they first used the site.

Update: Officers have worked closely with colleagues from Cambridgeshire County Council and jointly procured a web-based system to allow easy online access to a permit for a van or car and trailer for the Fengate HRC. Further detailed information on this is included in the Fengate HRC section later in this report.

Element 2

Recommend the development of a proposal to allow commercial waste to be disposed of at the HRC for a charge, alongside the existing site operation for residents.

Update: Officers are working with ADS to examine the possibility of developing a commercial waste facility at the Nursery Lane depot, which provides a more suitable and controlled environment for the acceptance of such wastes.

Element 3

Recommended the production of a costed proposal to implement a free household bulky waste service which would allow residents to have the first collection of up to 5 items free of charge. Then any subsequent collections would be charged at a sliding scale rate to a maximum of 10

items.

Update: A free bulk waste service is to begin soon; more information is contained in the Bulk Waste update section later in this report.

Element 4

Recommended to implement an Aragon Direct Services trade waste collection service which can also collect for landlords that would allow them to dispose of their waste in a more economical way when tenants leave and do not dispose of the items in the correct way.

Update: We are working on a solution and Business case to see if a small trade waste disposal site could be developed at the Nursery Lane depot this facility would allow legitimate Trade Waste disposal but at a low cost as it would be per item instead of a minimum of a tonne.

4.5 Waste, Recycling Collection and Waste Treatment

4.5.1 ADS operate a fortnightly collection of residual and recycling waste from circa 85,000 properties with food waste being weekly.

Garden waste continues to be a paid for service and we have 21732 subscriptions this year compared to 21437 last year. Residents continue to take up the Direct Debit option with 7847 choosing to pay breaking down the £45.00 charge over 3 payments and making it a recurring subscription for them.

Current recycling rates are shown below compared to this point last financial year; we are currently slightly down which is a situation many councils have found following the impacts of Covid-19. Projects are in hand to drive this rate back up recognising that with each 1% that can be diverted into the correct recycling waste stream can save the authority circa £55,000.

April 20 - September 20 = 40.67% Recycled/Composted

April 21 - September 21 = 39.84% Recycled/Composted

4.5.2 The tender for the new Refuse fleet has been successful and orders have been placed with Denise Eagle for a new core fleet with food pods moving from all diesels to new diesel body with electric bin lifts. We are also carrying out a tender for two fully electric RCV's which will be used on the Garden Waste service as they do not require the food pods.

4.5.3 ADS has been delivering the new Garden Waste service this year and following the increase in sign-up fee and subsequent additional bins fees we saw an uptake of 20,262 in comparison to 2020 which was 21,270. We do however normally see sign ups continue throughout the year.

Unfortunately, due to the current HGV and operative shortage we have had to suspend the garden waste service until at least January, ADS has been working extremely hard to try and maintain all statutory waste services, but unfortunately, they currently cannot get enough staff to run the Garden Waste Service.

4.5.4 Bulky Waste Collections

This service presently is booked either online or through the call centre at Peterborough Direct, with payment being required at time of booking before the collection is approved and scheduled with Aragon Direct Services (ADS).

The service is presently capable of offering up to 30 collections per day on a Tuesday to Friday inclusive working week and is presently very well used and available slots/capacity booked up for at least 3 to 4 weeks in advance.

The opportunity to switch this from a service requiring booking and payment to a free service is ongoing, with implementation planned for November, this free service will deliver the current

service level of 30 collections per day of 5 items. The existing customer interface is a legacy system which is not fit for the future demands of the service, as it struggles to cope now, and as such a project is underway to directly connect the customer interface on the Council's website with the back-office computer system ADS use to streamline the user experience and reduce administrative costs. This work was required irrespective of the status of charging or otherwise.

4.5.5 Recycling Improvement - Education and Awareness Raising

Members may well have seen some of the good work undertaken earlier this year with the Waste and resources Action Programme (WRAP) supported food waste communications campaign, bin stickers and associated social media engagement.

In February and March 2021 all residents in the city were delivered a food waste leaflet and a roll of liners with a No Food Waste sticker applied to the Black Residual Waste Bin with the aim to increase participation in the weekly food waste service and thus increase tonnes captured. Initial results show it has been a success with 556 tonnes of additional food waste collected in April - July 2021 compared to April – July 2020, an impressive 39.85% increase. In addition, requests for food waste caddy's increased with 5214 indoor caddy requests and 6168 outdoor caddy requests being made.

Caddy request

Caddy type	Requests
Inside only	843
Outdoor only	1797
Indoor and Outdoor	4371
Total Indoor	5214
Total Outdoor	6168

Tonnes of Food Waste collected:

	2020	2021	Increase in tonnes	% increase
February	304	315	11	3.61%
March	336	386	50	14.88%
April	376	504	128	34.04%
May	367	480	113	30.79%
June	333	478	145	43.54%
July	319	489	170	53.29%
August	324	379	55	17.13%
September	351	404	53	14.97%

Total increase over 6 months post project is 664 tonnes = £58,000 saving

The following item is subject to success in being allocated funding through the RIT budgetary control process. With a planned start in early 2022 another approach, using dedicated education and communication staff, will commence with targeting of areas where contamination, poor participation or other issues are affecting the recycling performance of the City as a whole. Using information gathered from crews, inspections of collected material and data gathered by the onboard equipment areas can be identified and communication efforts targeting the key issues can be undertaken in conjunction with Aragon and the education team.

4.5.6 HRC

A user survey was undertaken in to ascertain usage patterns, identify areas for improvement and development etc., this information fed into a review of operations with the operator FCC

Environment (UK).

The site has been performing well in segregating material away from disposal and performance to end of August 2021 is 71.69% of received materials separated for recycling, reuse and composting. This is above the performance achieved at the Dogsthorpe site.

On the second of October a new set of policies for the Fengate HRC were implemented aimed at improving access to the site for slightly larger vans than were previously accepted, alongside setting out a new electronic system of obtaining permits for visiting the site with a van or car and trailer. (Household Recycling Centre (HRC) Waste Policy Update - SEPT21/CMDN/34)

The HRC in Fengate continues to recycle more material than the Dogsthorpe site did however the development of the service is not yet complete. Part of the facility is specifically designed to permit the hand sorting of any bags of mixed waste that contain recycling and included within the contract is a role for educating site users as to how to prepare for recycling on site. This will improve the residents next visit, as segregated materials are often quicker to deposit and also allows an opportunity to engage on the wider recycling and environmental message at home. Due to the implications of Covid-19 this development will have to wait until it is deemed safe to regularly come into close contact with residents using the service.

4.5.7 **Resources and Waste Strategy – RECAP**

A project was undertaken across the RECAP Authorities, Cambridgeshire County Council and its constituent District Councils and Peterborough City Council, to develop proposed ways of waste and recycling collection to allow partners to move services towards ways of working that will align with the developing government Resources and Waste Strategy.

The government strategy, subject to extended ongoing consultation, aims to bring consistency to the materials collected by Councils across the Country to improve the quality and quantity of recycling collected nationally. By working with RECAP partners funding for this system modelling exercise has been secured from DEFRA and the existing closeness in shared strategy and collection method places us well to share learning and adopt common approaches to reduce cost and improve services to residents. Due to ongoing delays, it is not expected that the government will publish their response to the second round of consultations (submitted to them in May 2021) until spring 2022, therefore RECAP partners are poised to revisit this modelling to ensure it reflects any update to previously published policy direction.

Other provision in the expected policy suite aims to legislate to influence the producers of packaging to simplify its design for improved recycling and to ensure the costs of recycling, and treating non-recyclable packaging, is borne by the producers themselves. This aims to assist Councils in future service design and delivery subject to how this is implemented, the aforementioned modelling work aims where possible to take account of these implications to futureproof developing services.

4.6 **Grounds Maintenance and Arboriculture**

- 4.6.1 ADS have completed all the city-wide grass cutting and have commenced shrub cutting. We have seen some great resident and community group engagement in the city this year with our biodiversity areas with both enhancements and creating new wildflower areas. We have been working closely with PECT who have supported both PCC and community groups in further enhancing natural habitats in our local areas.

ADS have retained Green Flag status at 4 parks across the city and continue to work with friends of groups to improve park facilities, this also includes working closer with the groups to apply for external funding for improvements and events within the parks. All of our parks received incredibly positive feedback from the judges and is a credit to the works of not only ADS but the Friends of Groups who work hard to improve the parks and put on events.

The New Towns Fund money that was received for improving parks is continuing to be

implemented with a new number of parks already completed across the city, the new Parks App which we are jointly creating with Cambridgeshire is also nearing completion which will offer residents key information on our parks and events.

4.7 Home to School Transport

- 4.7.1 ADS currently operate 30 Home to School routes for the City Council PCC, these are both mainstream and SEN. They additionally operate the CommunityLink Service that takes residents who cannot use public transport to get their shopping and back home, this continues to be a well-used service and utilises the staff in between their school runs to undertake the work.

Aragon Direct Services are also looking to upskill their staff members as they have seen a lack of skilled PSV drivers in the market for the hours required to cover Home to School routes, as such they are training non PSV drivers and Passenger Assistants to obtain their PSV licence. This will allow greater flexibility in the services deliver and offer the resilience needed to cover for sickness etc.

4.8 Property Maintenance

- 4.8.1 ADS offer a Repairs and Maintenance helpdesks function for all PCC properties with a 24 hour on call service where required, they also ensure that all our statutory servicing obligations on our properties are fulfilled, and a 5 yearly condition survey of our estate is conducted.

This is seen as an area of the business that can be further expanded with some schools already signing up to SLA's with ADS however, we want to expand this further as ADS can offer a complete package with Property, Grounds Maintenance, and Cleaning,

4.9 Council's Energy Strategy

In support of the PIRI Project, which includes transport, electricity and development of a heat and/or power network incorporating the Councils Energy Recovery Facility a visit by the Danish Board of District Heating (DBDH) was hosted at the ERF in Peterborough.

DBDH is a source of best practice information supported by the Danish Government and the UK consulate to share information on the experiences of councils and operators from across Denmark with councils in the UK to assist in the growth and continued development of combined heat and power and renewable energy schemes.

4.10 Environmental and Climate Strategy COP26

International leaders are preparing to attend the COP26 conference in Glasgow from 31st October. As public attention turns to the response to the climate emergency, Peterborough City Council and Cambridgeshire County Council are running a public engagement campaign to capture this momentum. We are seeking local green leaders who can inspire others around the city and county to also adopt changes in their lifestyles to reduce their carbon emissions. We are also looking for people to make green pledges and share these on social media using the hashtags #COP26 #TogetherForOurPlanet and also to email them to communications@peterborough.gov.uk.

Green homes grant

Peterborough, in consortia with other local authority areas, has been awarded funding for energy efficiency improvements for low income households. Three rounds of funding, collectively known as the Green Homes Grant Local Authority Delivered Scheme, have been awarded. Each vary slightly in funding allocation method and criteria. Peterborough was awarded funding through each of these rounds of funding. Funding is allocated at the consortia level and so exact spend within the local authority area cannot be precisely determined and will depend on demand, however it is estimated that around £1m is available for the Peterborough area. Measures

installed, such as better insulation, will help homes retain heat, therefore lowering energy use and associated carbon emissions and reducing fuel poverty.

Carbon literacy training

Peterborough City Council took part in a pilot scheme to deliver the Carbon Literacy Trust's elected member training course. Having successfully run the pilot course, we have now delivered training to a third of our elected members. We have also run a variation of the course aimed at local authority officers and have trained colleagues and staff from our highways contract partner Milestone. There are plans to deliver further training in the near future.

Local Area Energy Plan

Peterborough has been selected as a pilot area to develop a Local Area Energy Plan. This work is funded by Innovate UK and will be delivered by Catapult Energy Systems working closely with Council officers and colleagues at key partner organisations. Data and local insight will be used to determine the current and future energy demands for areas of the city. Demand for heating, electricity, electric vehicle charging infrastructure and property retrofitting will be evaluated. Peterborough's 2030 carbon neutral target will be used to frame the work. A pipeline of potential projects will be created, which may be used to inform funding applications or seek commercial investment. The plan will be used in the development of the city-wide carbon management action plan, which will outline how the city is moving towards carbon neutrality.

5. CONSULTATION

5.1 Consultation through the Growth, Environment and Resources Scrutiny Committee.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 It is anticipated that the Growth, Environment and Resources Scrutiny Committee will note the content of this report and any comments will be fed back to aid in future improvements to the services delivered.

7. REASON FOR THE RECOMMENDATION

7.1 To allow scrutiny of the Portfolio of the Cabinet Member for Waste, Street Scene and Environment.

8. ALTERNATIVE OPTIONS CONSIDERED

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

9. IMPLICATIONS

Financial Implications

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

Legal Implications

9.2 This report is intended to give an overview / progress update as such there are no direct legal implications.
As regards specific projects, legal advice has been sought on a case-by-case basis.

Equalities Implications

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

Rural Implications

9.4 This report is to give an overview / progress update as such there are no rural implications.

Carbon Impact Assessment

9.5 Under this portfolio Cllr Simons is looking at all options to reduce our CO2 including through mitigation with tree planting and looking at new low CO2 vehicles and Energy production

10. BACKGROUND DOCUMENTS

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

10.1 *None*

11. APPENDICES

11.1 *None*

GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE	AGENDA ITEM No. 7
3 NOVEMBER 2021	PUBLIC REPORT

Report of:	Director of Law and Governance	
Contact Officer(s):	David Beauchamp, Democratic Services Officer	Tel. 01733 384628

MONITORING SCRUTINY RECOMMENDATIONS

R E C O M M E N D A T I O N S	
FROM: Director of Law and Governance	Deadline date: N/A
<p>It is recommended that the Growth, Environment and Resources Scrutiny Committee:</p> <ol style="list-style-type: none"> 1. Considers the responses from Cabinet Members and Officers to recommendations made at previous meetings as attached in Appendix 1 to the report and provides feedback including whether further monitoring of each recommendation is required. 	

1. ORIGIN OF REPORT

1.1 The Growth, Environment and Resources Scrutiny Committee agreed at a meeting held on 28 June 2017 that a report be provided at each meeting to note the outcome of any recommendations made at the previous meeting held thereby providing an opportunity for the Committee to request further monitoring of the recommendation should this be required.

2. PURPOSE AND REASON FOR REPORT

2.1 The report enables the Growth, Environment and Resources Scrutiny Committee to monitor and track progress of recommendations made to the Executive or Officers at previous meetings.

2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference No. *Part 3, Section 4 - Overview and Scrutiny Functions, paragraph 3.3:*

The Scrutiny Committees will:

- (a) *Review and scrutinise the Executive, Committee and officer decisions and performance in connection with the discharge of any of the Council's functions;*
- (b) *Review and scrutinise the Council's performance in meeting the aims of its policies and performance targets and/or particular service areas;*
- (c) *Question Members of the Executive, Committees and senior officers about their decisions and performance of the Council, both generally and in relation to particular decisions or projects;*
- (d) *Make recommendations to the Executive and the Council as a result of the scrutiny process.*

3. **TIMESCALES**

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

- 4.1 Appendix 1 of the report sets out the recommendations made to Cabinet Members or Officers at previous meetings of the Scrutiny Committee. It also contains summaries of any action taken by Cabinet Members or Officers in response to the recommendations.
- 4.2 The progress status for each recommendation is indicated and if the Scrutiny Committee confirms acceptance of the items marked as completed they will be removed from the list. In cases where action on the recommendation is outstanding or the Committee does not accept the matter has been adequately completed it will be kept on the list and reported back to the next meeting of the Committee. It will remain on the list until such time as the Committee accepts the recommendation as completed.

5. **ANTICIPATED OUTCOMES OR IMPACT**

- 5.1 Timelier monitoring of recommendations made will assist the Scrutiny Committee in assessing the impact and consequence of the recommendations.

6. **REASON FOR THE RECOMMENDATION**

- 6.1 To assist the Committee in assessing the impact and consequence of recommendations made at previous meetings.

7. **BACKGROUND DOCUMENTS**

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

- 7.1 Minutes of the Growth, Environment and Resources Scrutiny meeting held on 7 July 2021 and 8 September 2021.
- 7.2 Minutes of the Joint Scrutiny Committee meeting held on 11 November 2020.

8. **APPENDICES**

- 8.1 Appendix 1 – Recommendation Monitoring Report

RECOMMENDATION MONITORING REPORT 2021/22

Meeting date Recommendations Made	Portfolio Holder / Directorate Responsible	Agenda Item Title	Recommendation Made	Action Taken	Progress Status
7 JULY 2021	Climate Change Working Group / Place and Economy	TO INFORM STRATEGIC DIRECTION IN RESPONSE TO THE CAMBRIDGESHIRE AND PETERBOROUGH INDEPENDENT COMMISSION ON CLIMATE'S INTIAL REPORT	To consider the capacity of Peterborough City Council to play its full part in developing and implementing an area wide action plan with a view to making recommendations regarding officers' skills and availability.	Due to be considered by a meeting of the Climate Change Working Group in November 2021, in line with the publication of the final report of the Cambridgeshire and Peterborough Independent Commission on Climate.	Ongoing
7 JULY 2021	Climate Change Working Group / Place and Economy	TO INFORM STRATEGIC DIRECTION IN RESPONSE TO THE CAMBRIDGESHIRE AND PETERBOROUGH INDEPENDENT COMMISSION ON CLIMATE'S INTIAL REPORT	Alongside a Carbon Management action plan, the City will need an emergency resilience and adaptation plan which considers in detail and addresses the impact of climate change our community and considers the impact on our most vulnerable communities.	Due to be considered by a meeting of the Climate Change Working Group in November 2021, in line with the publication of the final report of the Cambridgeshire and Peterborough Independent Commission on Climate.	Ongoing
7 JULY 2021	Climate Change Working Group / Place and Economy	TO INFORM STRATEGIC DIRECTION IN RESPONSE TO THE CAMBRIDGESHIRE AND PETERBOROUGH INDEPENDENT COMMISSION ON CLIMATE'S INTIAL REPORT	Recommend engagement with tenant farmers and partner landowners at an early stage, e.g., to encourage non-traditional use of land.	Due to be considered by a meeting of the Climate Change Working Group in November 2021, in line with the publication of the final report of the Cambridgeshire and Peterborough Independent Commission on Climate.	Ongoing
7 JULY 2021	Climate Change	TO INFORM	Recommend that Peterborough	Due to be considered by	Ongoing

	Working Group / Place and Economy	STRATEGIC DIRECTION IN RESPONSE TO THE CAMBRIDGESHIRE AND PETERBOROUGH INDEPENDENT COMMISSION ON CLIMATE'S INTIAL REPORT	City Council works with the Combined Authority to transform the road network to favour pedestrians and cyclists.	a meeting of the Climate Change Working Group in November 2021, in line with the publication of the final report of the Cambridgeshire and Peterborough Independent Commission on Climate.	
7 JULY 2021	Councillor Simons, Cabinet Member for Waste, Street Scene and the Environment	TO INFORM STRATEGIC DIRECTION IN RESPONSE TO THE CAMBRIDGESHIRE AND PETERBOROUGH INDEPENDENT COMMISSION ON CLIMATE'S INTIAL REPORT	Review any decisions that might discourage the use of Brown Bins in Peterborough.	Recommendation accepted by the Cabinet Member. Response: "We are currently seeing sign-ups to the garden waste service increase steadily with the new service going live WC / the 2nd of August, sign- ups are currently at 1934 compared to 21271 at the end of last years scheme. We tend to see subscriptions continue throughout the season so would hope to be on par with last year"	Completed*
7 JULY 2021	Councillor Simons, Cabinet Member for Waste, Street Scene and the Environment	TO INFORM STRATEGIC DIRECTION IN RESPONSE TO THE CAMBRIDGESHIRE AND PETERBOROUGH INDEPENDENT	Considers the use of electric waste collection vehicles, as has been achieved in Oxford.	Recommendation accepted by the Cabinet Member. Response: "The electric vehicles that were used in Oxford	Completed*

		COMMISSION ON CLIMATE'S INITIAL REPORT		have been trialed in Peterborough, unfortunately, you can not get an electric RCV that has a food pod on at present due to the batteries being placed where the pods go. We require vehicles with food pods to allow us to carry on delivering the weekly food waste service”	
8 SEPTEMBER 2021	Councillor Simons, Cabinet Member for Waste, Street Scene and the Environment	TREE MANAGEMENT – POTENTIAL REVIEW OF THE TREE AND WOODLAND STRATEGY, SCOPING FOR APPROPRIATE EXCEPTIONS AND REVISED TREE PLANTING TARGETS	The Growth, Environment and Resources Scrutiny Committee recommended to the Strategic Planning Manager that the replacement tree policy should not be just based on numbers but on the benefits and impacts such as biodiversity, mitigating the impact of climate change, net carbon benefits and net gain and should be in line with the current planning policy.	Response received from the Strategic Planning Manager below:	Ongoing
<p>The replacement tree policy is a policy established in the Trees and Woodland Strategy, a Strategy reserved for Full Council approval only. As such, only Full Council could adopt such a change. Nevertheless, the suggestion is intended to be included as part of a wider tree related report to Cabinet scheduled for 15 November. In that report, it will refer to the Scrutiny Committee recommendation together with an officer comment on whether it is recommended that Cabinet make such a recommendation up to Full Council for incorporation in an updated Trees and Woodland Strategy. That report to Cabinet has not yet been finalised at officer level. However, officers are presently minded not to recommend such a change to the policy. This is because officers opinion is that the practical implementation of this approach would be difficult, as replacing one tree for several trees in a specific location is not always possible. The costs would also be considerably more (once maintenance has been factored in), and no budget is available for this. Moreover, officers are conscious of the substantial increase in tree planting as being recommended by the Climate Cross Party Working Group, which will require widespread planting throughout the city in any event. Attempting to factor in a further large scale tree planting programme via a greater than 1-for-1 replacement policy will place further demands to implement, both financially and officer time. On balance, therefore, Scrutiny Committee’s request is not presently minded to be supported by officers.</p>					

RECOMMENDATION MONITORING REPORT 2020/21

Meeting date Recommendations Made	Portfolio Holder / Directorate Responsible	Agenda Item Title	Recommendation Made	Action Taken	Progress Status
11 NOVEMBER 2020 - Joint Scrutiny of the Budget	Cllr Cereste, Cabinet Member for Waste, Street Scene and the Environment James Collingridge – Head of Environmental Partnerships Richard Pearn – Head of Waste, Resources and Energy	MEDIUM TERM FINANCIAL STRATEGY 2021/22 TO 2023/24 PHASE ONE	The Joint Meeting of the Scrutiny Committees RESOLVED to recommend that the proposals for the increase in fees for the brown bin waste collection be reviewed and a cost benefit analysis be completed with a view to removing the fees altogether, the outcome of which to be provided to the Committee.	Waste slide deck received on 4 December 2020 and sent out to Committee on 4 December by D Beauchamp	Ongoing

128 * = Pending Committee's approval

GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE	AGENDA ITEM No. 8
3 NOVEMBER 2021	PUBLIC REPORT

Report of:	Interim Director of Law and Governance		
Cabinet Member(s) responsible:	Cabinet Member for Resources		
Contact Officer(s):	David Beauchamp, Democratic Services Officer	Tel. 01733 384628	

FORWARD PLAN OF EXECUTIVE DECISIONS

R E C O M M E N D A T I O N S	
FROM: David Beauchamp, Democratic Services Officer	Deadline date: N/A
<p>It is recommended that the Growth, Environment and Resources Scrutiny Committee:</p> <ol style="list-style-type: none"> 1. Considers the current Forward Plan of Executive Decisions and identifies any relevant items for inclusion within their work programme or request further information. 	

1. ORIGIN OF REPORT

1.1 The report is presented to the Growth, Environment and Resources Scrutiny Committee in accordance with the Terms of Reference as set out in section 2.2 of the report.

2. PURPOSE AND REASON FOR REPORT

2.1 This is a regular report to the Growth, Environment and Resources Scrutiny Committee outlining the content of the Forward Plan of Executive Decisions.

2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference No. Part 3, Section 4 - Overview and Scrutiny Functions, paragraph 3.3:

The Scrutiny Committees will:

(f) Hold the Executive to account for the discharge of functions in the following ways:

ii) By scrutinising Key Decisions which the Executive is planning to take, as set out in the Forward Plan of Executive Decisions;

3. TIMESCALES

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

4.1 The latest version of the Forward Plan of Executive Decisions is attached at Appendix 1. The

Forward Plan contains those Executive Decisions which the Leader of the Council believes that the Cabinet or individual Cabinet Member(s) can take and any new key decisions to be taken after 22 November 2021.

4.2 The information in the Forward Plan of Executive Decisions provides the Committee with the opportunity of considering whether it wishes to seek to influence any of these executive decisions, or to request further information.

4.3 If the Committee wished to examine any of the executive decisions, consideration would need to be given as to how this could be accommodated within the work programme.

4.4 As the Forward Plan is published fortnightly any version of the Forward Plan published after dispatch of this agenda will be tabled at the meeting.

5. CONSULTATION

5.1 Details of any consultation on individual decisions are contained within the Forward Plan of Executive Decisions.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 After consideration of the Forward Plan of Executive Decisions the Committee may request further information on any Executive Decision that falls within the remit of the Committee.

7. REASON FOR THE RECOMMENDATION

7.1 The report presented allows the Committee to fulfil the requirement to scrutinise Key Decisions which the Executive is planning to take, as set out in the Forward Plan of Executive Decisions in accordance with their terms of reference as set out in Part 3, Section 4 - Overview and Scrutiny Functions, paragraph 3.3.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 N/A

9. IMPLICATIONS

Financial Implications

9.1 N/A

Legal Implications

9.2 N/A

10. BACKGROUND DOCUMENTS

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

10.1 None

11. APPENDICES

11.1 Appendix 1 – Forward Plan of Executive Decisions

PETERBOROUGH CITY COUNCIL'S FORWARD PLAN OF EXECUTIVE DECISIONS

PUBLISHED: 22 OCTOBER 2021

FORWARD PLAN

PART 1 – KEY DECISIONS

In the period commencing 28 clear days after the date of publication of this Plan, Peterborough City Council's Executive intends to take 'key decisions' on the issues set out below in **Part 1**. Key decisions relate to those executive decisions which are likely to result in the Council spending or saving money in excess of £500,000 and/or have a significant impact on two or more wards in Peterborough.

If the decision is to be taken by an individual Cabinet Member, the name of the Cabinet Member is shown against the decision, in addition to details of the Councillor's portfolio. If the decision is to be taken by the Cabinet, this too is shown against the decision and its members are as listed below:

Cllr Fitzgerald (Leader of the Council), Cllr Steve Allen (Deputy Leader); Cllr Ayres; Cllr Cereste; Cllr Hiller; Cllr Walsh; Cllr Coles and Cllr Simons.

This Plan should be seen as an outline of the proposed decisions for the forthcoming month and it will be updated on a fortnightly basis to reflect new key-decisions. Each new Plan supersedes the previous Plan and items may be carried over into forthcoming Plans. Any questions on specific issues included on the Plan should be included on the form which appears at the back of the Plan and submitted to philippa.turvey@peterborough.gov.uk, Democratic and Constitutional Services Manager, Legal and Governance Department, Town Hall, Bridge Street, PE1 1HG (fax 08702 388039). Alternatively, you can submit your views via e-mail to or by telephone on 01733 452460. For each decision a public report will be available from the Democratic Services Team one week before the decision is taken.

PART 2 – NOTICE OF INTENTION TO TAKE DECISION IN PRIVATE

Whilst the majority of the Executive's business at the Cabinet meetings listed in this Plan will be open to the public and media organisations to attend, there will be some business to be considered that contains, for example, confidential, commercially sensitive or personal information. In these circumstances the meeting may be held in private, and on the rare occasion this applies, notice will be given within **Part 2** of this document, 'notice of intention to hold meeting in private'. A further formal notice of the intention to hold the meeting, or part of it, in private, will also be given 28 clear days in advance of any private meeting in accordance with The Local Authorities (Executive Arrangements) Meetings and Access to Information) (England) Regulations 2012.

The Council invites members of the public to attend any of the meetings at which these decisions will be discussed (unless a notice of intention to hold the meeting in private has been given).

PART 3 – NOTIFICATION OF NON-KEY DECISIONS

For complete transparency relating to the work of the Executive, this Plan also includes an overview of non-key decisions to be taken by the Cabinet or individual Cabinet Members, these decisions are listed at **Part 3** and will be updated on a weekly basis.

You are entitled to view any documents listed on the Plan, or obtain extracts from any documents listed or subsequently submitted to the decision maker prior to the decision being made, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on the notice and relevant documents subsequently being submitted can be requested from Philippa Turvey, Democratic and Constitutional Services Manager, Legal and Governance Department, Town Hall, Bridge Street, PE1 1HG (fax 08702 388038), e-mail to philippa.turvey@peterborough.gov.uk or by telephone on 01733 452460.

All decisions will be posted on the Council's website: www.peterborough.gov.uk/executivedecisions. If you wish to make comments or representations regarding the 'key decisions' outlined in this Plan, please submit them to the Democratic and Constitutional Services Manager using the form attached. For your information, the contact details for the Council's various service departments are incorporated within this Plan.

PART 1 – FORWARD PLAN OF KEY DECISIONS

KEY DECISIONS FROM 22 NOVEMBER 2021

KEY DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION
Laptop procurement - KEY/22NOV21/01 – Award of contract for laptop devices 133	Councillor Marco Cereste, Cabinet Member for Digital Services and Transformation	December 2021	Growth, Environment and Resources Scrutiny Committee	All Wards	Relevant internal and external stakeholders	Kevin Halls, IT Finance Contract Manager Email: kevin.halls@cambridgeshire.gov.uk Tel: 07880053901	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
Healthwatch Service - KEY/22NOV21/02 - Approval to enter into an agreement for the provision of Healthwatch Service	Councillor Irene Walsh, Cabinet Member for Integrated Adult Social Care, Health and Public Health	March 2022	Adults and Health Scrutiny Committee	All Wards	Relevant internal and external stakeholders	Sarah Bye Senior Commissioner Tel: 07468 718793 P;o	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

PREVIOUSLY ADVERTISED KEY DECISIONS

KEY DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION
<p>1. Disposal of freehold in Centre of the City - KEY/12JUN18/01 To delegate authority to the Corporate Director of Growth and Regeneration to sell the property</p> <p>134</p>	<p>Councillor Coles, Cabinet Member for Finance</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Central</p>	<p>Relevant internal and external stakeholders</p>	<p>Peter Carpenter, Acting Corporate Director, Resources Tel: 07920160122 Email: Peter.carpenter@pe terborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>

KEY DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION
<p>2. Adoption of the “Dynamic Purchasing System” (DPS) procedure for Public Health contracts with Primary Care providers – KEY/10DEC18/01 To seek the approval to adopt the “Dynamic Purchasing System” (DPS) procedure for contracts with Primary Care providers for the duration of up to five years. The proposals have been approved by the Cambridgeshire and Peterborough Joint Commissioning Board.</p>	<p>Councillor Walsh, Cabinet Member for Adult Social Care, Health & Public Health</p>	<p>October 2021</p>	<p>Adults and Health Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders.</p>	<p>Val Thomas, Consultant in Public Health Val.Thomas@cambridgeshire.gov.uk 01223 703264/ 07884 183374</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<p>3. Contract for remedial works by PCC to the Stanground Bypass – KEY/2SEP19/02 To approve works to the Stanground bypass and authorise the associated package of work to be issued to Skanska Construction UK Limited under the Council’s existing agreement with SKANSKA dated 18th September 2013 (the Highways Services Agreement).</p>	<p>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Stanground South and Hargate and Hempsted</p>	<p>Relevant internal and external stakeholders</p> <p>Standard consultation for highway schemes.</p>	<p>Charlotte Palmer, Group Manager – Transport and Environment, charlotte.palmer@peterborough.gov.uk</p>	<p>To be determined.</p>

KEY DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER
<p>137</p> <p>4. Approval of funding for the provision of accommodation to reduce homelessness KEY/14OCT19/01 – Following Cabinet Decision JAN18/CAB/18 this is a new project to increase the supply of housing and address the demand for accommodation resulting from the increase in homelessness.</p>	<p>Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All</p>	<p>Relevant internal and external stakeholders.</p> <p>The issues associated with homelessness in Peterborough have been subject to significant discussion in various forums, including the Council's Adults and Communities Scrutiny, Cabinet and Full Council</p>	<p>Peter Carpenter, Acting Corporate Director of Resources Email: peter.carpenter@peterborough.gov.uk Tel: 01733 452520</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published. The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>
<p>5. Disposal of land at 7-23 London Road, Peterborough - KEY/06JAN20/01 Approval to dispose of surplus land to a registered provider for redevelopment to social housing The disposal will be conditional on a successful planning consent; the application has yet to be made.</p>	<p>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Central</p>	<p>Relevant internal and external stakeholders.</p>	<p>Tristram Hill, Strategic Asset Manager, Tel: 07849 079787 Email: tristram.hill@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p>There will be an exempt annex with details of the commercial transaction.</p>

KEY DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER
6.	<p>The disposal of former playing fields at Angus Court, Westown, Peterborough - KEY/06JAN20/02</p> <p>Approval to dispose of former playing fields and Angus Court</p>	<p>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>West</p>	<p>A number of consultation events for local residents have been held for both the proposed disposal of land at Angus Court and the creation of new facilities at Thorpe Lea Meadows. Planning approval was secured for the new facilities at Thorpe Lea Meadows. These works are now completed. Consultation and information events to discuss the Council's plans to dispose of land at Angus Court and the creation of a new public play area, were held at West Town Academy took place on 1 November 2018 and 7 March 2019</p>	<p>Tristram Hill, Strategic Asset Manager, Tel: 07849 079787 Email: tristram.hill@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

KEY DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER
7.	Acquisition of a freehold commercial property in Peterborough City Centre – KEY/8JUN20/03 - Acquisition of a freehold property for a community hub.	Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments	October 2021	Growth, Environment and Resources Scrutiny Committee	Central	Relevant internal and external stakeholders.	Tristram Hill, Strategic Asset Manager, Tel: 07849 079787 Email: tristram.hill@peterborough.gov	The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).
8. 139	Joint Cambridgeshire County Council and Peterborough City Council Transport Services DPS - KEY/7DEC20/01 - Joint Cambridgeshire County Council and Peterborough City Council Transport Services DPS for all Education and social care transport procurement.	Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University	October 2021	Children and Education Scrutiny Committee	All Wards	Relevant internal and external stakeholders. Agreed at RIT Board and Joint Commissioning Board	Bryony Wolstenholme - Passenger Transport Operations Tel: 01733 317453 Email: bryony.wolstenholme@peterborough.gov.uk	Joint Commissioning Board decisions 25.08.2020/ RIT Board 19.02.2020

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9.	<p>Variation to the Council's Operational Services Agreement (Peterborough Serco Strategic Partnership Contract): Modification to scope of the PSSP Contract - KEY/7DEC20/02 - Variation to the Council's Operational Services Agreement (Peterborough Serco Strategic Partnership Contract): Modification to scope of the PSSP Contract - Business Transformation & Strategic Improvement Service Support element</p>	<p>Councillor Cereste, Cabinet Member for Digital Services and Transformation</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>N/A</p>	<p>Relevant internal and external stakeholders.</p>	<p>Christ Yates, Finance, 01733 452527, chris.yates@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>
10.	<p>Mechanism selected for the supply of agency workers – KEY/21DEC20/02 – Options appraisal being undertaken for the Council's future supply of agency workers beyond expiry of the current contracts. This decision recommends the option that should be taken forward in the long term.</p>	<p>Councillor Cereste, Cabinet Member for Digital Services and Transformation</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>N/A</p>	<p>Legal, procurement, market analysis.</p>	<p>Peter Carpenter, Acting Corporate Director, Resources Tel: 07920160122 Email: Peter.carpenter@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<p>11. Procurement of 22 one bedroom flats for the accommodation of people who have previously been rough-sleepers – KEY/04JAN21/01 - The decision is to approve the use of £625K capital grant towards the purchase of 22 one bedroom flats. There is a further decision to approve borrowing of up to £1,675,000 from Public Works Loan Board towards the purchase of the 22 one bedroom flats.</p> <p>141</p>	<p>Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All</p>	<p>Consultation with MHCLG and Homes England</p>	<p>Mohamed Hussein Interim Director of Housing: Needs and Supply, Tel:07866 474953, Email: mohamed.hussein@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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142	<p>12. Extension of the Delivery of Leisure and Cultural Services – KEY/15MAR21/02 Extension of the delivery of Cultural Services by City Culture Peterborough, and Leisure Services by Peterborough Limited for three years to rationalise and reorganise service delivery in light of the effects of COVID-19. The 3-year extension will give time to properly reorganise, and allow time for the culture and leisure sectors to rebuild in time for future delivery options to be explored from 2024, including direct provision, working with partners, the establishment of a cooperative delivery model, or a public tender exercise..</p>	<p>Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities</p>	<p>October 2021</p>	<p>Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders</p>	<p>Pete Carpenter, Corporate Director Resources, 01733 452520, Peter.Carpenter@Peterborough.Gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published</p>

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<p>13. Bretton Court Redevelopment Scheme – KEY/15MAR21/04 1. Approve the surrender of the Council's lease for the ground floor retail units of Bretton Court dated 28th June 2019, subject to the conditions to set out below and to be formalised within the Deed of Surrender</p> <p>2. Approve the Council entering in to an Agreement for Lease for the ground floor retail units of the new development scheme at Bretton Court, subject to the terms set out below</p> <p>3. Subject to the terms of the above Agreement for Lease being satisfied, to approve the Council entering in to a New Lease or the ground floor retail units of the new development scheme at Bretton Court</p>	<p>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Bretton</p>	<p>Relevant internal and external stakeholders</p>	<p>Helen Harris, Senior Estates Surveyor, NPS Peterborough Email: helen.harris@nps.co.uk Tel: 01733 384534 Mobile: 07920 160181</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<p>14. Approval for application of Government funding for a heat network - KEY/29MAR21/02 The Peterborough Integrated Renewables Infrastructure (PIRI) is designing a low carbon heat network for Peterborough. In order to develop the designs an application for Government Grant funding will be required and this decision is to provide approval for that application.</p>	<p>Councillor Simons, Cabinet Member for Waste, Street Scene and Environment</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All</p>	<p>Consultation have been undertaken with the engaged advisors</p>	<p>Elliot Smith - Commercial Manager; Energy, Infrastructure and Regeneration. Tel: 07506536565 Email; elliott.smith@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published. The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>

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<p>15. PCC Homecare Framework – KEY/12APR21/02 The extension of the PCC Homecare Framework for 12 months, plus delegated approval. Contract states three years, plus up to seven years, in 12 months increments. Due to be extended in September 2021, for 12 months.</p>	<p>Councillor Walsh, Cabinet Member for Adult Social Care, Health & Public Health</p>	<p>October 2021</p>	<p>Adults and Health Scrutiny Committee</p>	<p>West</p>	<p>Relevant internal and external stakeholders</p>	<p>Ruth Miller, 07795046754, ruth.miller@camb.ridgeshire.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published</p>
<p>16. 64-68 Bridge Street, dilapidation works – KEY/26APR2021/02 – Approval to carry out dilapidations works at 64-68 Bridge Street, Peterborough.</p>	<p>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Central</p>	<p>Relevant internal and external stakeholders</p>	<p>Tristram Hill Strategic Asset Manager Tel: 07849 079787 Email: tristram.hill@nps.co.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>

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17.	Purchase of Home to School vehicles for Aragon Direct Services - KEY/26APR2021/07 - Purchase of Home to School vehicles for Aragon Direct Services including coaches and minibuses.	Councillor Simons, Cabinet Member for Waste, Street Scene and Environment	October 2021	Growth, Environment and Resources Scrutiny Committee	All Wards	Relevant internal and external stakeholders	James Collingridge, Head of Environmental Partnerships, Tel: 01733864736, Email: james.collingridge@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
18.	Fleet Procurement - KEY/26APR2021/08 - Formal tender for various Fleet vehicles for Aragon Direct Services including areas such as Street Cleansing and Property Maintenance	Councillor Simons, Cabinet Member for Waste, Street Scene and Environment	October 2021	Growth, Environment and Resources Scrutiny Committee	All Wards	Relevant internal and external stakeholders	James Collingridge, Head of Environmental Partnerships, Tel: 01733864736, Email: james.collingridge@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

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19.	<p>Peterborough City Council Housing Related Support Procurement / Commissioning - KEY/24MAY21/02 – To Procure / Commission Peterborough City Council Housing Related Support Services. Service redesign and change form annual Grant Agreements to longer term contracts.</p>	<p>Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities</p>	<p>October 2021</p>	<p>Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Soft market testing is underway. A Housing Related Support Commissioning Strategy has been agreed and has received all the relevant approvals.</p>	<p>Sharon Malia, Housing Programmes Manager Sharon Malia - Housing Programmes Manager, 01733 237771, Email: sharon.malia@peterborough.gov.uk</p>	<p>To be submitted, Housing Related Support Commissioning Strategy for Cambridgeshire & Peterborough 2020 - 2022. Procurement / Commissioning information.</p>
20.	<p>Integrated Community Equipment Service contract award and Section 75 Agreement - KEY/24MAY21/03 - Award of contract following re-procurement of the Integrated Community Equipment Service and approval to enter into new Section 75 Agreement with C&PCCG. Contract start April 2022.</p>	<p>Councillor Walsh, Cabinet Member for Adult Social Care, Health & Public Health</p>	<p>October 2021</p>	<p>Adults and Health Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders. Attended all Healthwatch Partnership Boards in 2019 prior to preparation of service specification.</p>	<p>Diana Mackay, Commissioner (Adults - Early Intervention & Prevention), Tel: 07879 430819, Email: diana.mackay@cambridgeshire.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>
21.	<p>Approval to commit funding for a bespoke specialist placement for a four year period 2021-2025 – KEY/07JUN21/01 Approval to commit funding for a specialist regulated bespoke placement for a period of four years from 2021-2025.</p>	<p>Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University</p>	<p>October 2021</p>	<p>Children and Education Scrutiny Committee</p>	<p>Not yet known as property has yet to be located /decided upon.</p>	<p>Extensive consultation has taken place and is on going amongst all system stakeholders and interested parties.</p>	<p>Helene Carr - Head of Service Children's Commissioning.. Contact: 07904909039: email - helene.carr@peterborough.gov.uk</p>	<p>The decision will include an exempt annexe. By virtue of paragraph 2, Information which is likely to reveal the identity of an individual.</p>

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22.	A1139 Safety Barrier - KEY/21JUN21/03 - To replace and upgrade the failing VRS along the central reservation and structures on the A1139.	Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments	October 2021	Growth, Environment and Resources Scrutiny Committee	Fletton, Stangr ound, Dogsth orpe and Hampt on	Social media and advanced warning signs	Leanne Bevilacqua Senior Engineer Email:leanne.bevi lacqua@peterbor ough.gov.uk Tel: 07920 160 766	Budgets were added to the programme in 2019/20 via paper that went to CRG in December 2018 The Budget added was for 1.4m each year until 2023/24
23.	Community Alarm (Lifeline) Services: (i) delegation of function to Cambridgeshire County Council for new service users and; (ii) direct award for legacy service users – KEY/19JUL21/01 Community Alarm (Lifeline) Services: (i) delegation of function to Cambridgeshire County Council for new service users and; (ii) direct award for legacy service users.	Councillor Walsh, Cabinet Member for Adult Social Care, Health & Public Health	November 2021	Adults and Health Scrutiny Committee	All Wards	Procurement, Finance, Legal, Cambridgeshire County Council	Diana Mackay, Commissioner (Early Intervention & Prevention) Adult Services, Tel: 01223 715966, Diana.Mackay@c ambridgeshire.go v.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
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24.	Culture Strategy - KEY/2AUG21/01 - To adopt the City's Culture Strategy - A culture board, steering group and smaller delivery groups will be set up to represent stakeholders from a variety of culture groups to scrutinise the actions and delivery from the strategy, its recommendations, visions and values and consultation processes.	Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities	December 2021	Adults and Communities Scrutiny Committee	All Wards	Consultation has been taking place for the past 6 months within the city, speaking with many cultural groups, faith groups, commercial organisations, culture and leisure operators, disability groups and voluntary groups.	Jamie Fenton - Partnership Manager, Culture, Sport and Leisure, Email: jamie.fenton@pet erborough.gov.uk – Tel: 07976382756	Currently the documents are the visions and values paper and the emerging recommendations paper the consultant has produced, these will be shared with scrutiny on 05th July for an update to progress

KEY DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER
<p>25. Active Lifestyle and Sports Strategy – Refresh – KEY/2AUG21/02 - A review of the Active Lifestyles and Sports Strategy following the impact of Covid-19 and services across the city. Since the strategy was adopted in 2018/19 there have been significant developments with the culture and leisure services being delivered by new operators, the demise of certain stakeholders and a stronger importance of working with public health so they are aligned with physical activity for residents health and wellbeing, both physically and mentally.</p>	<p>Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities</p>	<p>April 2022</p>	<p>Adults and Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Currently in early stages of the review, working with Cambridgeshires Active Partnership, Living Sport a outline plan of a steering group and consultation will be delivered. This will also align with Sport England’s new 10 year strategy which is being launched in 2021 along with a new funding framework.</p>	<p>Jamie Fenton - Partnership Manager, Culture, Sport and Leisure, Email: jamie.fenton@pet erborough.gov.uk – Tel: 07976382756</p>	<p>Current Strategy will be used as a good starting point, this will have statistics updated, a new steering group developed and a new way to evidence actions/outcomes by stakeholders</p>

KEY DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER
<p>26. Capita Revenue & Benefits Academy system migration to cloud – KEY/30AUG21/01 -</p> <p>To approve the award of contract for the procurement of ICT cloud-based services from Capita UK Limited</p> <p>through to a Framework Agreement for the period 1st September 2021 to 31st August 2026 for a value of £630,000</p>	<p>Councillor Marco Cereste, Cabinet Member for Digital Services and Transformation</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>All Wards</p>	<p>Data has been gathered from the existing on premises system and been analysed by Capita to inform their proposal. Capita's proposal has been shared with internal stakeholders and Serco who process on behalf of the council. Feedback has been collated and sent back to Capita to allow them to amend their proposal and draft the contract</p>	<p>Jason Dalby, ICT Project Manager, Tel:07931 176848, Email: jason.dalby@pet erborough.gov.uk</p>	<p>Project Brief, Business Case, Specification of Requirements, Capita proposal, data protection and climate impact assessments</p>

KEY DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION
<p>27. Anglia Ruskin University Peterborough - Next Steps-KEY/13SEP21/01 –</p> <p>1) Recommendation to Full Council to repurpose £1.9m PCC contribution to university enabling infrastructure in MTFS</p> <p>2) Enter the CPCA Getting Building Fund Grant agreement to provide a new surface car park supporting regional pool customer parking;</p> <p>3) In the event of LUF bid success, transfer LUF grant funding to PropCo1 and delegate authority to the Strategic Director for Place and Economy and the Corporate Director Resources and SC to complete the transfer on the receipt of funds</p> <p>4) In the event of LUF bid success, revise PCC's PropCo share allocation position up to reflect the Phase 3 LUF funding allocation</p> <p>5) In the event of LUF bid success, nominate the Corporate Director Resources as an additional PCC director to the PropCo Board with amended PCC voting rights</p> <p>6) In the event of LUF bid success, confirm PCC land transfer area for Phase 3 with accompanying independent valuation</p>	Cabinet	15 November 2021	Children and Education Scrutiny Committee	Central	CPCA and ARU have been consulted as university programme partners, otherwise internal stakeholders only	Emma Gee, Assistant Director, Growth & Regeneration, Tel: 07983 345184, Email: emma.gee@pet erborough.gov.u k	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

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<p>28. To approve a delegated Partnership Agreement for procuring Appropriate Adult services and Reparation Services across Cambridgeshire and Peterborough – KEY/11OCT21/01 To approve a delegated partnership agreement giving Cambridgeshire County Council authority to procure and award Appropriate Adult (PACE) and Reparation service contracts for Cambridgeshire and Peterborough on Peterborough City Council's behalf.</p>	<p>Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University</p>	<p>October 2021</p>	<p>Children and Education Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders</p>	<p>Helen Andrews, Children's Commissioning Manager helen.andrews@cambridgeshire.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>
<p>29. Academy conversion of a maintained school – KEY/11OCT21/02 Delegation of Authority to negotiate and agree details of the Academy Conversion.</p>	<p>Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University</p>	<p>October 2021</p>	<p>Children and Education Scrutiny Committee</p>	<p>Werrington</p>	<p>Not applicable at this stage. As part of the DfE process school will have conducted required consultations.</p>	<p>Clare Buckingham, Strategic Education Place Planning Manager (CCC and PCC), clare.buckingham@cambridgeshire.gov.uk, 01223 699779</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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<p>30. Approval to enter into a Section 75 Partnership Agreement with Cambridgeshire and Peterborough NHS Foundation Trust – KEY/11OCT21/03 This agreement will ensure the provision of CPFT mental health specialist working with mental health practitioners who are part of multiagency Family Safeguarding teams working as part of children's social care safeguarding teams.</p>	<p>Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University</p>	<p>October 2021</p>	<p>Children and Education Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders</p>	<p>Helen Andrews, Children's Commissioning Manager helen.andrews@cambridgeshire.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>
<p>31. Disband Peterborough City Market from Laxton Square and relocate to a new location – KEY/11OCT21/04 As part of the Northminster development, the current market site is required to be decommissioned and the site vacated in early 2022. The proposal to the Cabinet Member will be to disband the current market, serve all appropriate legal notices to existing traders and authorise officers to develop an alternative market location.</p>	<p>Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities</p>	<p>October 2021</p>	<p>Communities Scrutiny Committee</p>	<p>All Wards</p>	<p>Consultation with market traders will take place over the details of the new market location and transition from the existing site,</p>	<p>Ian Phillips - Head of Communities and Partnerships Integration ian.phillips@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published</p>

KEY DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION
<p>32. Appointment of Multidisciplinary Design Team for the Peterborough Museum Extension Project – KEY/11OCT21/05 Confirmation will be required to appoint the Multi-disciplinary Design Team for the Peterborough Museum Extension. The design team will be procured via the Homes England Framework of Suppliers. The procurement process is currently underway with Expression of Interest Issued, overseen by Peterborough City Council Procurement Officer.</p>	<p>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Central</p>	<p>Procurement exercise managed by PCC Procurement team, published notice via Homes England Framework</p>	<p>Rebecca Close, Project Manager, rebecca.close@peterborough.gov.uk, 07813785953</p>	<p>CMDN will be prepared once procurement of project is completed recommending award.</p>
<p>33. Traffic Signals Maintenance Funding – KEY/25OCT21/01 - Approve the award of £500k to Milestone Infrastructure to upgrade the traffic signals at the Taverners Road / Lincoln Road junction following a successful funding bid to the Department for Transport</p>	<p>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</p>	<p>October 21</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Central, Park and North</p>	<p>Consultation will be undertaken as part of this project</p>	<p>Lewis Banks, Transport & Environment Manager, Tel:01733 317465, Email: lewis.banks@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

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155	34. Allotment Fees and Charges – KEY/8NOV21/01 Cabinet Member Decision Notice	Councillor Nigel Simons, Cabinet Member for Waste, Street Scene and the Environment	November 2021 Growth, Environment and Resources Scrutiny Committee	All Wards	Consultation with the Allotment Consortium of Peterborough	James Collingridge, Head of Environmental Partnerships, 01733 864736, james.collingridge@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
	35. Approval for contract to be awarded to Milestone to deliver the new traffic signals maintenance fund – KEY/8NOV21/02 The Council has been awarded £500k as part of the Department for Transport traffic signals fund. The Lincoln Road / Taverners Road signalised junction will be upgraded using this funding.	Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments	November 2021 Growth, Environment and Resources Scrutiny Committee	Central, Park and North Wards	Consultation will be undertaken during the design phase of the scheme	Lewis Banks, Transport & Environment Manager, 01733 317465, lewis.banks@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

PART 2 – NOTICE OF INTENTION TO TAKE DECISIONS IN PRIVATE

KEY DECISIONS TO BE TAKEN IN PRIVATE

<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>WARD</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER</i>
None.							

PART 3 – NOTIFICATION OF NON-KEY DECISIONS

NON-KEY DECISIONS

<i>DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>WARD</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
<p>Werrington Fields and Ken Stimpson Secondary School - Following a public meeting held on 20 September 2021 at Ken Stimpson School, a decision needs to be taken on whether or not to proceed with plans to erect a fence to enclose part of the school's playing fields. The area is currently open access to the public. The school has not been using the area for over two years due to concerns over the safeguarding risk to the young people attending the school.</p>	<p>Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University</p>	<p>November 2021</p>	<p>Children and Education Scrutiny Committee</p>	<p>Werrington</p>	<p>Public meeting held on 20 September 2021 at Ken Stimpson School. Prior to this, a detailed background information document was circulated to interested parties.</p>	<p>Hazel Belchamber, Assistant Director: Education Capital & Place Planning, Tel: 07833481406, Email: hazel.belchamber@cambridgeshire.gov.uk</p>	<p>Cabinet Member Decision Notice, Background Information Document</p> <p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

PREVIOUSLY ADVERTISED DECISIONS

<i>DECISION REQUIRED</i>		<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>WARD</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
158	<p>1. Disposal of former Barnack Primary School caretaker house - Delegate authority to the Corporate Director of Growth and Regeneration to dispose of the property.</p>	<p>Councillor Coles, Cabinet Member for Finance</p>	<p>October 2021</p>	<p>Growth, Environment & Resources Scrutiny Committee</p>	<p>NVA</p>	<p>Relevant internal and external stakeholders.</p>	<p>Bill Tilah, Estates Surveyor Email: Bill.Tilah@nps.co.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION
159	<p>2. Approval of the leasehold disposal of a brownfield site to a care provider – A site has been found for a care home and the Council are currently looking into a leasehold disposal to a care provider who will build a care facility and then contract to provide services to the Council.</p>	<p>Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments</p>	<p>October 2021</p>	<p>Growth, Environment and Resources Scrutiny Committee</p>	<p>Park Ward</p>	<p>Relevant internal and external stakeholders.</p> <p>A forum has been set up by the Combined Authority involving representatives from finance, legal, property and social care.</p>	<p>Tristram Hill - Strategic Asset Manager, 07849 079787, tristram.hill@nps.co.uk</p>	<p>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>
	<p>3. Modern Slavery Statement To review and agree for publication an updated Statement in compliance with the Modern Slavery Act 2015.</p>	<p>Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities</p>	<p>October 2021</p>	<p>Communities Scrutiny Committee</p>	<p>All wards</p>	<p>Relevant internal and external stakeholders.</p>	<p>Rob Hill, Assistant Director: Public Protection, rob.hill@peterborough.gov.uk</p> <p>Amy Brown, Senior Lawyer and Deputy Monitoring Officer, Amy.brown@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	RELEVANT SCRUTINY COMMITTEE	WARD	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION
4.	Leisure Facility Options Appraisal - Cabinet Member approval to proceed with the development of a business case to test the viability of a new leisure facility in the city	Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities	October 2021	Communities Scrutiny Committee	N/A	None at this stage	Emma Gee Email: emma.gee@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

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<p>5. Variation to the delegation agreement between Peterborough City Council (PCC) and Cambridgeshire County Council (CCC) regarding the delivery of the Healthy Child Programme (HCP) across Peterborough and Cambridgeshire This decision seeks authorisation to vary the Delegation and Partnering agreement to account for the increase in the value of PCC financial contributions to CCC in respect of the Agenda for Change pay increase. Agenda for Change is a nationally agreed UK-wide package of pay, terms and conditions for NHS staff. Under this deal, which came into effect in 2018, was the agreement for all NHS staff employed at the top pay points at bands 2-8c were to receive a 6.5% cumulative pay increase over a 3 year period.</p>	<p>Councillor Walsh, Cabinet Member for Adult Social Care, Health & Public Health</p>	<p>October 2021</p>	<p>Adults and Health Scrutiny Committee</p>	<p>All Wards</p>	<p>Relevant internal and external stakeholders</p>	<p>Amy Hall, Children's Public Health Commissioning Manager, 07583040529</p>	<p>CMDN to authorise delegation of HCP commissioning functions from PCC to CCC - https://democracy.peterborough.gov.uk/mglssueHistoryHome.aspx?lId=22331&PlanId=395&RPID=0</p>

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6.	Selective Licensing of Private Rented Property - Approval to consult on Selective Licensing of Private Rented Property	Councillor Steve Allen, Deputy Leader and Cabinet Member for Housing, Culture and Communities	October 2021	Communities Scrutiny Committee	All Wards	Minimum of 10 week public consultation with persons likely to be affected by the designation and consider any representations made in accordance with the consultation	Michael Kelleher Assistant Director - Housing Tel: 01733 452586 Email: michael.kelleher@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
7.	Joint PCC and CCC IT Service Management System To approve the procurement of a new joint Peterborough City Council [PCC] and Cambridgeshire County Council [CCC] IT Service Management [ITSM] system.	Councillor Cereste, Cabinet Member for Digital Services and Transformation	October 2021	Growth, Environment and Resources Scrutiny Committee	N/A	Relevant internal and external stakeholders. G-Cloud Procurement Process	Damian Roberts, Project Manager. T: 07485 594522 E: damian.roberts@peterborough.gov.uk	CMDN and PID

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<p>8. Approval of the Peterborough Sufficiency Strategy Every top tier local authority is required to publish a sufficiency strategy. This must set out how we seek to avoid children coming into care through the provision of family support services, and identify steps that we are taking to ensure that we have sufficient placements for children in care in our area, so that as many children and young people in care can live locally, provided that this is in their best interests.</p>	<p>Councillor Lynne Ayres, Cabinet Member for Children's Services and Education, Skills and University</p>	<p>October 2021</p>	<p>Children and Education Scrutiny Committee</p>	<p>All Wards</p>	<p>There has been widespread consultation including with children and young people in care.</p>	<p>Lou Williams: Director of Children's Services, 07920160141, lou.williams@peterborough.gov.uk</p>	<p>Scrutiny Report</p>

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9.	Domestic Abuse Safe Accommodation Strategy As part of the Domestic Abuse Act, Peterborough City Council is required by statute to submit a Safe Accommodation Strategy to MHCLG by 31st October 2021.	Cabinet	15 November 2021	Communities Scrutiny Committee	All Wards	The strategy will be developed with key partners in housing and specialist domestic abuse services.	Vickie Crompton, Domestic Abuse & Sexual Violence Partnership Manager, vickie.crompton@cambridgeshire.gov.uk	The strategy will be informed by a Needs Assessment which is currently in draft
10. 164	Adoption of a Refreshed Statement of Community Involvement - To approve the adoption of a Refreshed Statement of Community Involvement	Cabinet	15 November 2021	Growth, Environment and Resources Scrutiny Committee	All Wards	Relevant internal and external stakeholders.	Emma Naylor, Senior Strategic Planning Officer Tel: 863881 Email: emma.naylor@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

PART 4 – NOTIFICATION OF KEY DECISIONS TAKEN UNDER URGENCY PROCEDURES

<i>DECISION TAKEN</i>	<i>DECISION MAKER</i>	<i>DATE DECISION TAKEN</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>WARD</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
None.							

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Growth, Environment and Resources Scrutiny Committee Work Programme 2021/2022

Updated: 26 October 2021

Meeting Date	Item	Indicative Timings	Comments
7 JULY 2021 <i>Draft Report 18 June 2021</i> <i>Final Report 25 June 2021</i>	Co-opted Member Report To agree to the appointment of co-opted members to the committee for the municipal year 2021/2022 Contact Officer: David Beauchamp, Democratic Services Officer		
	To inform strategic direction in response to the Cambridgeshire and Peterborough Independent Commission on Climate's initial report The report asked the Committee to consider the recommendations from the initial report of the Cambridgeshire and Peterborough Independent Commission on Climate and recommend priorities for the city-wide carbon management action plan to the Climate Change Working Group. Contact Officer: Hannah Swinburne		
	Review Of 2020/2021 And Work Programme For 2021/2022 To review the work undertaken during 2020/21 and to consider the work programme of the Committee for 2021/2022 Contact Officer: David Beauchamp, Democratic Services Officer		
	Forward Plan of Executive Decisions That the Committee identifies any relevant items for		

	<p>inclusion within their work programme which are relevant to the remit of this Committee.</p> <p>Contact Officer: David Beauchamp, Democratic Services Officer</p>		
<p>8 SEPTEMBER 2021 <i>Draft Report 20 August 2021</i> <i>Final Report 27 August 2021</i></p>	<p>Tree Management – Potential Review of the Tree and Woodland Strategy, Scoping for Appropriate Exceptions and Revised Tree Planting Targets</p> <p>The purpose of this report is to: 1) allow the Committee to receive and comment on a draft updated Tree Risk Management Plan and the measures outlined within it, which, if subsequently approved by Cabinet and Council, will replace the existing Appendix 4 of Trees and Woodland Strategy. 2) to explore the need for exceptions to be inserted in the Trees and Woodland Strategy, to allow the removal of trees in certain areas contrary to normal policy. 3) update Scrutiny on options being explored for tree planting targets on Council owned land.</p> <p>Contact Officer: Richard Kay</p>		
	<p>Ox-Cam Arc – Government Consultation Paper</p> <p>With agreement by the Chairman, it was agreed that this important Government consultation paper be brought to Scrutiny Committee’s attention prior to Cabinet determining a formal response to it.</p> <p>Contact Officer: Richard Kay</p>		
	<p>Monitoring Scrutiny Recommendations</p> <p>To monitor progress made on recommendations made at the previous meeting.</p> <p>Contact Officer: David Beauchamp, Democratic</p>		

	Services Officer		
	<p>Forward Plan of Executive Decisions That the Committee identifies any relevant items for inclusion within their work programme which are relevant to the remit of this Committee.</p> <p>Contact Officer: David Beauchamp, Democratic Services Officer</p>		
	<p>Work Programme 2021/2022 To consider the Work Programme for 2021/2022</p> <p>Contact Officer: David Beauchamp, Democratic Services Officer</p>		
<p>10 NOVEMBER 2021 <i>Draft Report 22 October 2021</i> <i>Final Report 29 October 2021</i></p>	<p>Local Cycling and Walking Infrastructure Plan (LCWIP) – Review Following the publication of the Governments Cycling and Walking Investment Strategy (CWIS) it was recommended that local authorities should develop Local Cycling and Walking Infrastructure Plans (LCWIP's) for their area.</p> <p>Contact Officer: Lewis Banks</p>		
	<p>Portfolio Progress Report from the Cabinet Member for Waste, Street Scene and the Environment This report is provided to update the Growth, Environment and Resources Scrutiny Committee on the progress of items under the responsibility of the Cabinet Member for Waste and Street Scene.</p>		
	Monitoring Scrutiny Recommendations		

	<p>To monitor progress made on recommendations made at the previous meeting.</p> <p>Contact Officer: David Beauchamp, Democratic Services Officer</p>		
	<p>Forward Plan of Executive Decisions</p> <p>That the Committee identifies any relevant items for inclusion within their work programme which are relevant to the remit of this Committee.</p> <p>Contact Officer: David Beauchamp, Democratic Services Officer</p>		
	<p>Work Programme 2021/2022</p> <p>To consider the Work Programme for 2021/2022</p> <p>Contact Officer: David Beauchamp, Democratic Services Officer</p>		
<p>17 NOVEMBER 2021 Joint Scrutiny of the Budget Meeting</p>	<p>Medium Term Financial Strategy 2022/23 to 2024/25 -</p> <p>Contact Officer: Peter Carpenter</p>		
<p>6 JANUARY 2022 <i>Draft Report 10 December 2021</i> <i>Final Report 17 December 2021</i></p>	<p>Towns Fund</p> <p>Contact Officer: Emma Gee</p>		
	<p>City Centre Recovery</p>		

	Contact Officer: Emma Gee		
	Portfolio Progress Report for the Cabinet Member for Digital Services and Transformation		
	PENDING – Bretton Tree Petition		
	Monitoring Scrutiny Recommendations To monitor progress made on recommendations made at the previous meeting. Contact Officer: David Beauchamp, Democratic Services Officer		
	Forward Plan of Executive Decisions That the Committee identifies any relevant items for inclusion within their work programme which are relevant to the remit of this Committee. Contact Officer: David Beauchamp, Democratic Services Officer		
	Work Programme 2021/2022 To consider the Work Programme for 2021/2022 Contact Officer: David Beauchamp, Democratic Services Officer		
9 FEBRUARY 2022 Joint Scrutiny of the Budget Meeting	Medium Term Financial Strategy 2022/23 to 2024/25 - Contact Officer: Peter Carpenter		

1 MARCH 2022 <i>Draft Report 10 February 2022</i> <i>Final Report 17 February 2022</i>	Portfolio Progress Report from the Cabinet Member for Finance		
	University(embedding in the City) / Embankment Master Plan		
	Portfolio Progress Report for the Cabinet Member for Strategic Planning and Commercial Strategy and Investments		
	Monitoring Scrutiny Recommendations To monitor progress made on recommendations made at the previous meeting. Contact Officer: David Beauchamp, Democratic Services Officer		
	Forward Plan of Executive Decisions That the Committee identifies any relevant items for inclusion within their work programme which are relevant to the remit of this Committee. Contact Officer: David Beauchamp, Democratic Services Officer		
PENDING	Carbon Management Action Plan (outcomes of the working group) Briefing note once ready		
	Peterborough City Council's Long Term Approach to Encouraging Use of Sustainable Modes of Transport / Mass Transit Review		